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EXPERIMENTAL MODEL STUDIES OF THE DYNAMIC VELOCITY

FLUCTUATIONS EXISTING IN THE AIR WAKE

OF AN AIRCRAFT CARRIER

Part II: APPENDIX (GRAPHS OF EXPERIMENTAL DATA)

by

August F. Lehman

and

Paul Kaplan

Prepared For:

Office of Naval Research Department of the Navy Washington, D. C. 20360

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Report No. 65-21 Part II March, 1965



Technical Industrial Park / Pielnview, N. Y.

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Under Contract No. Nonr-4186(00)

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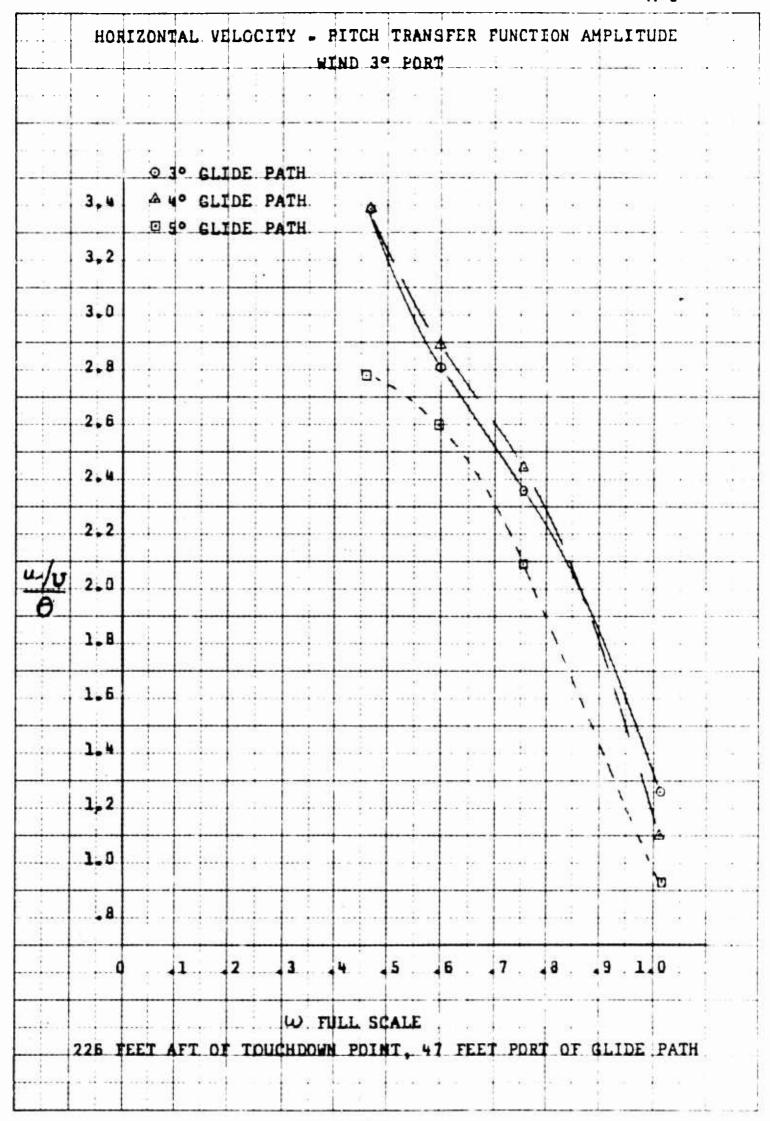
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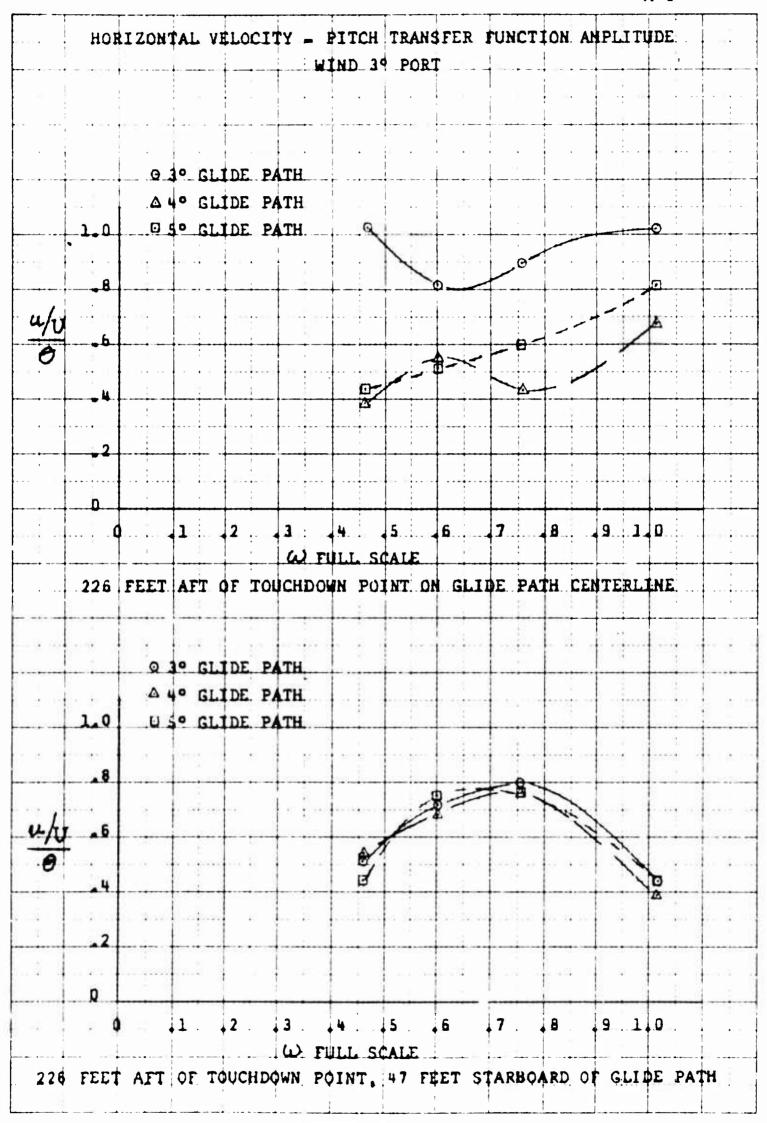
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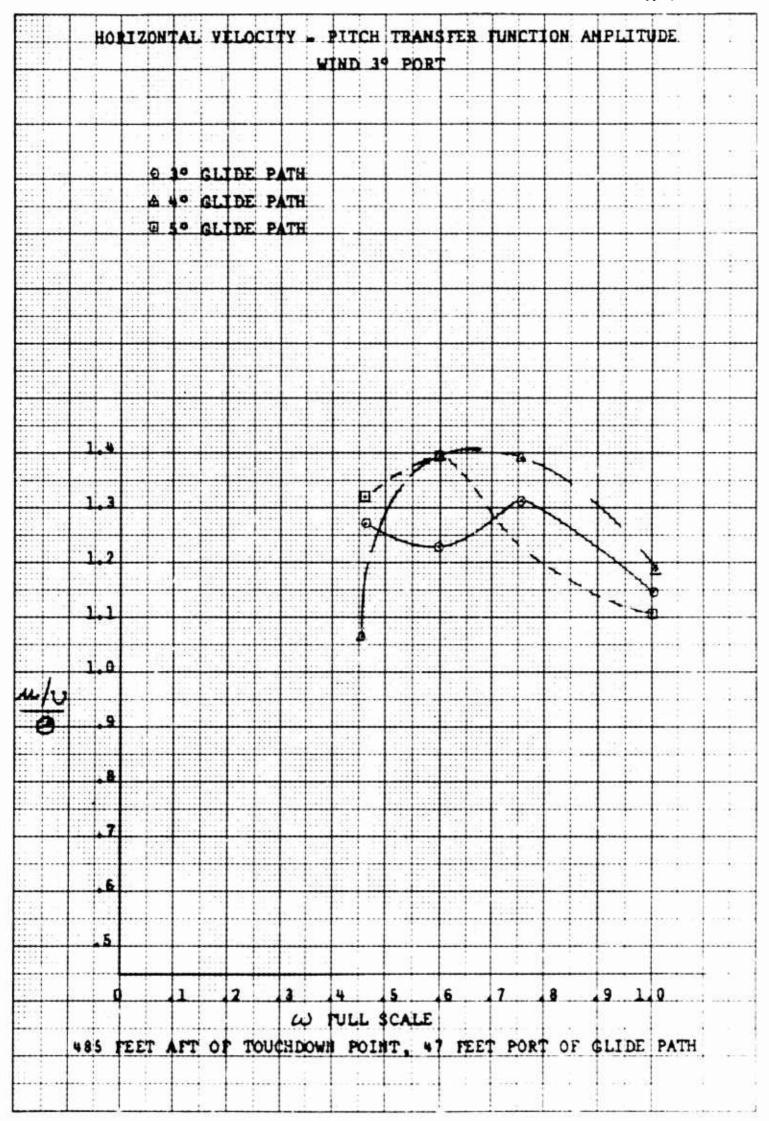
NOTE: Wind orientation is from the <u>keel-line</u> of the ship; i.e. wind 3° port is 3° port of the ship's keel, wind 10° port is 10° port of the ship's keel.

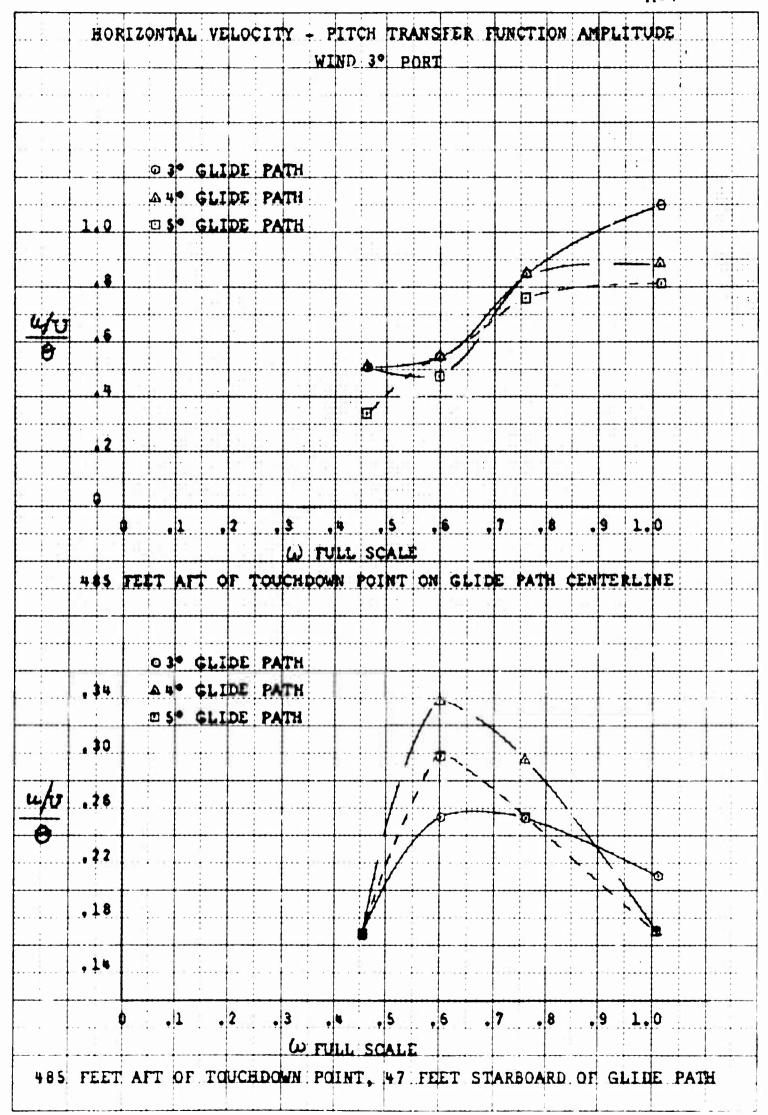
Distances are given in feet aft of the touchdown point. For Forrestal class carriers, the touchdown point is considered 150 feet ahead of the trailing edge of the ramp. To determine distances aft of the ramp, subtract 150 feet from distances given in the figures.





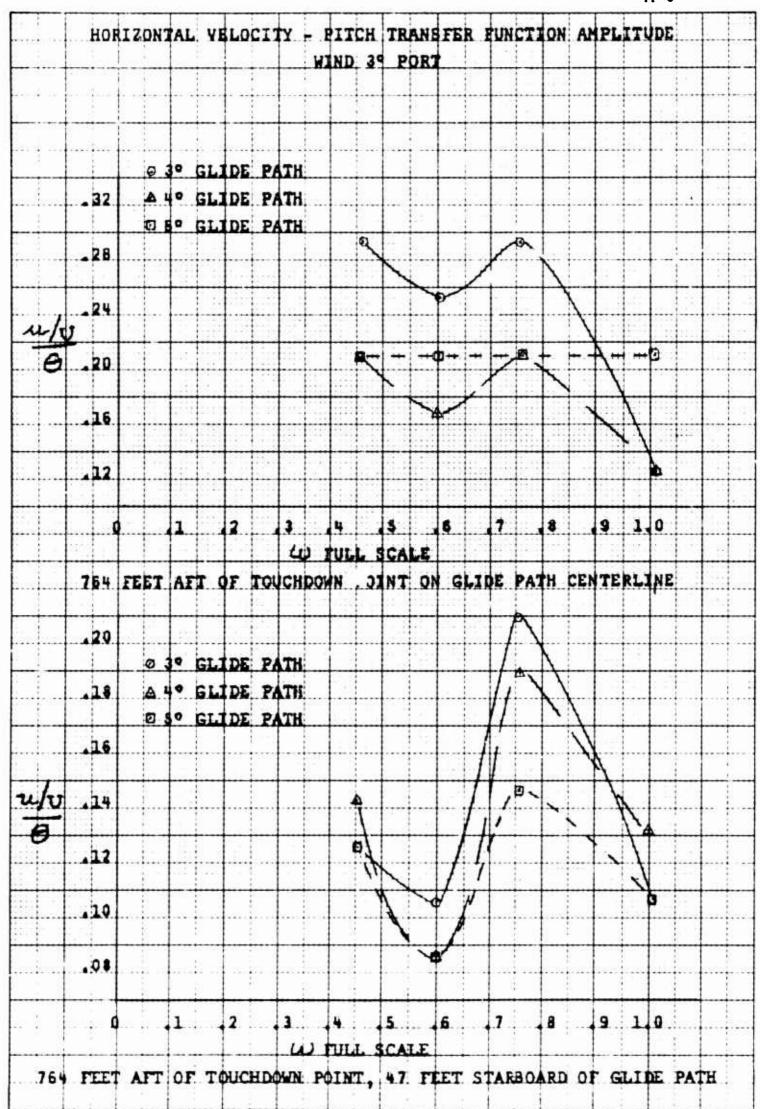
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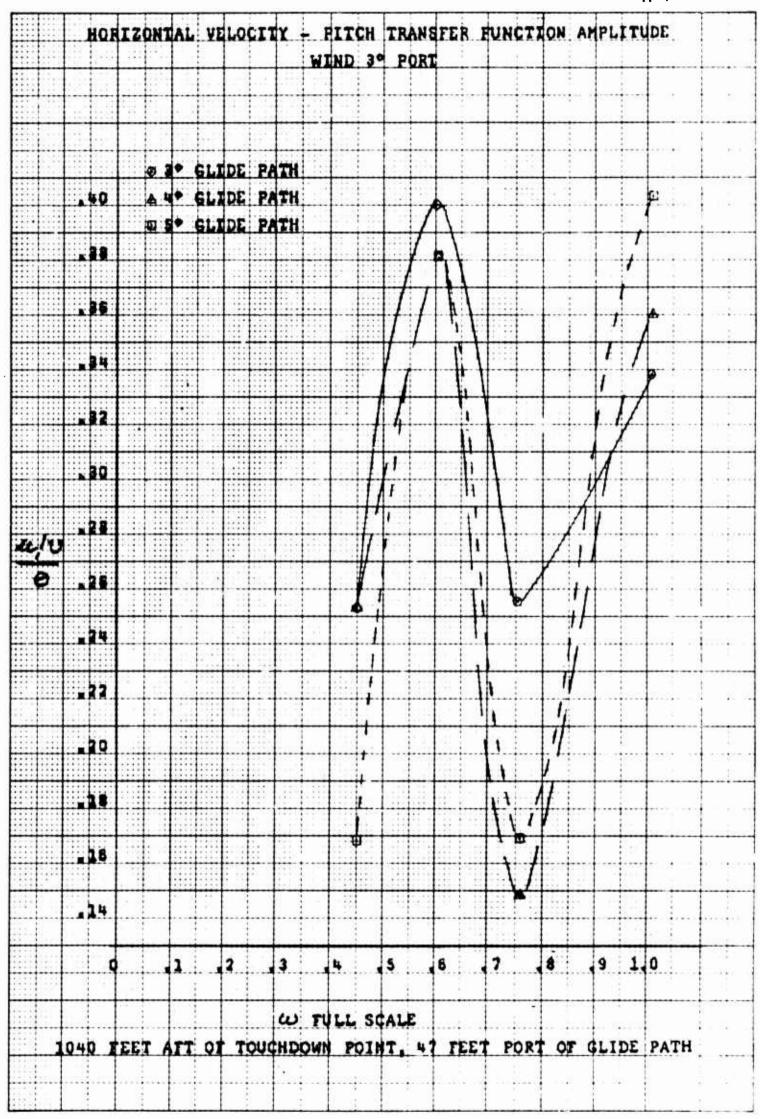


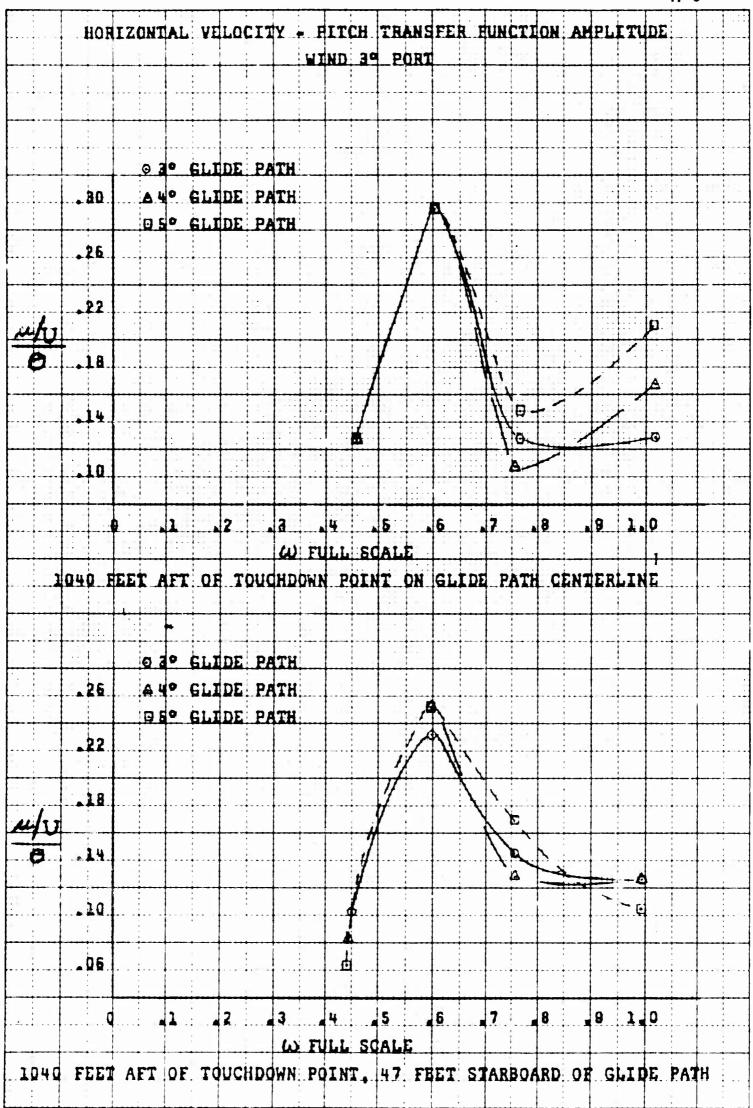


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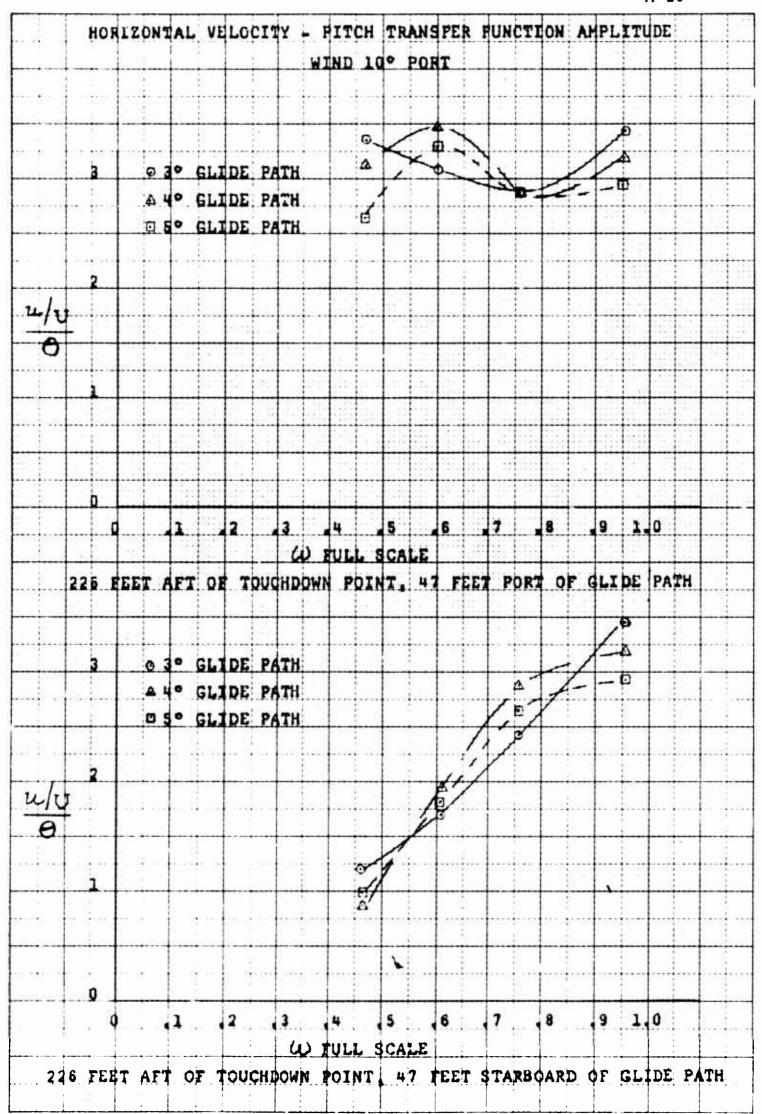




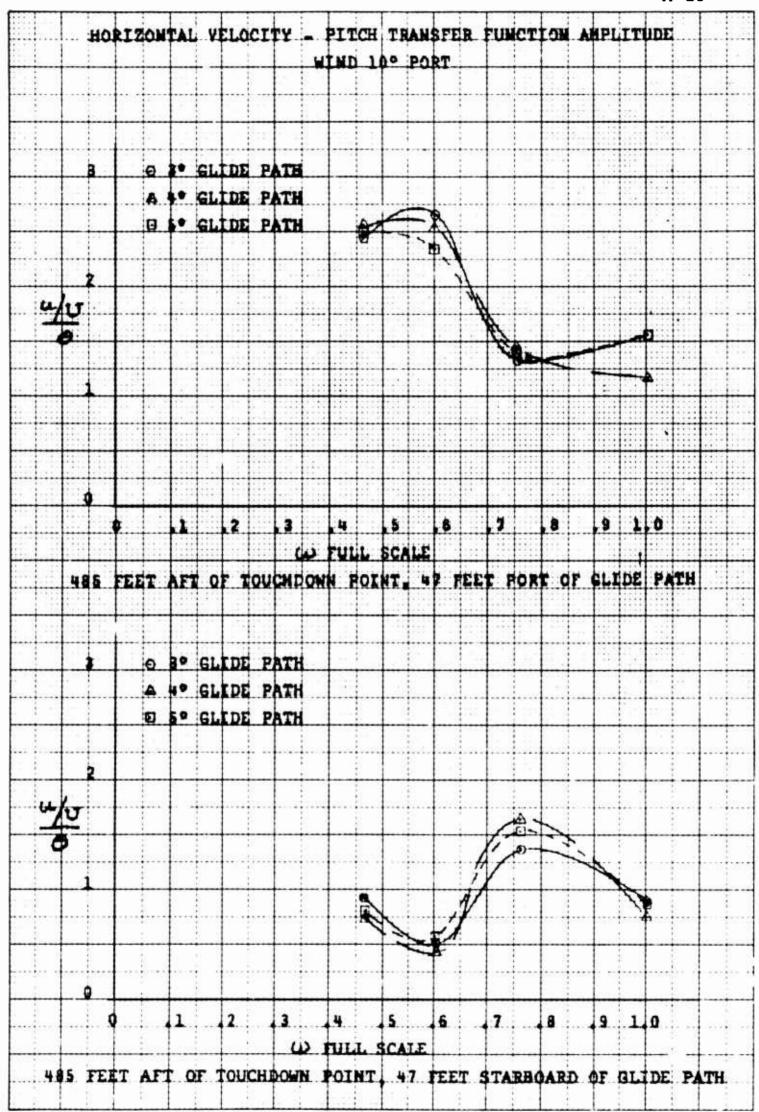


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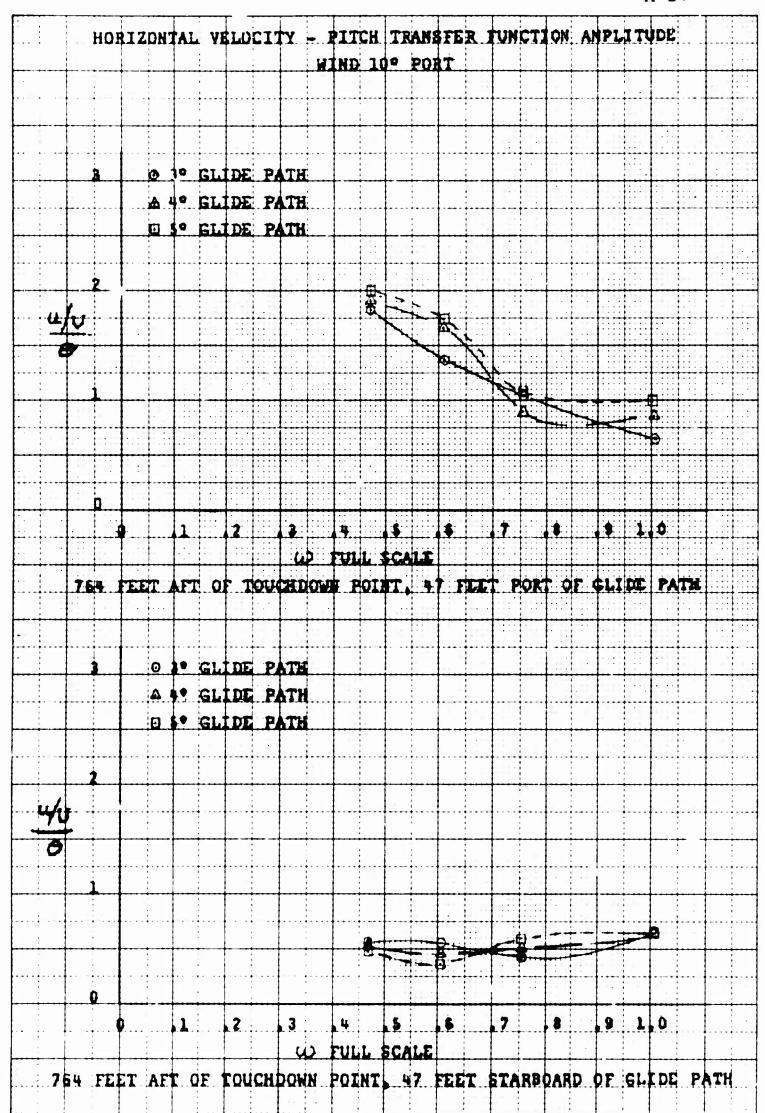


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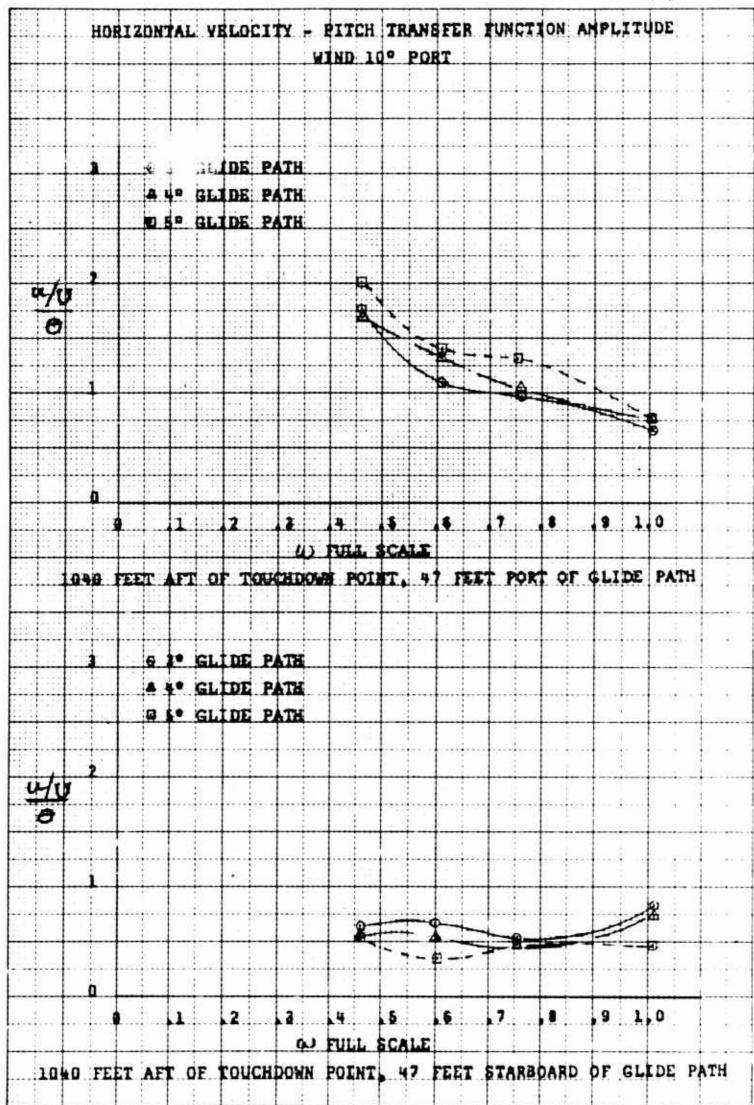
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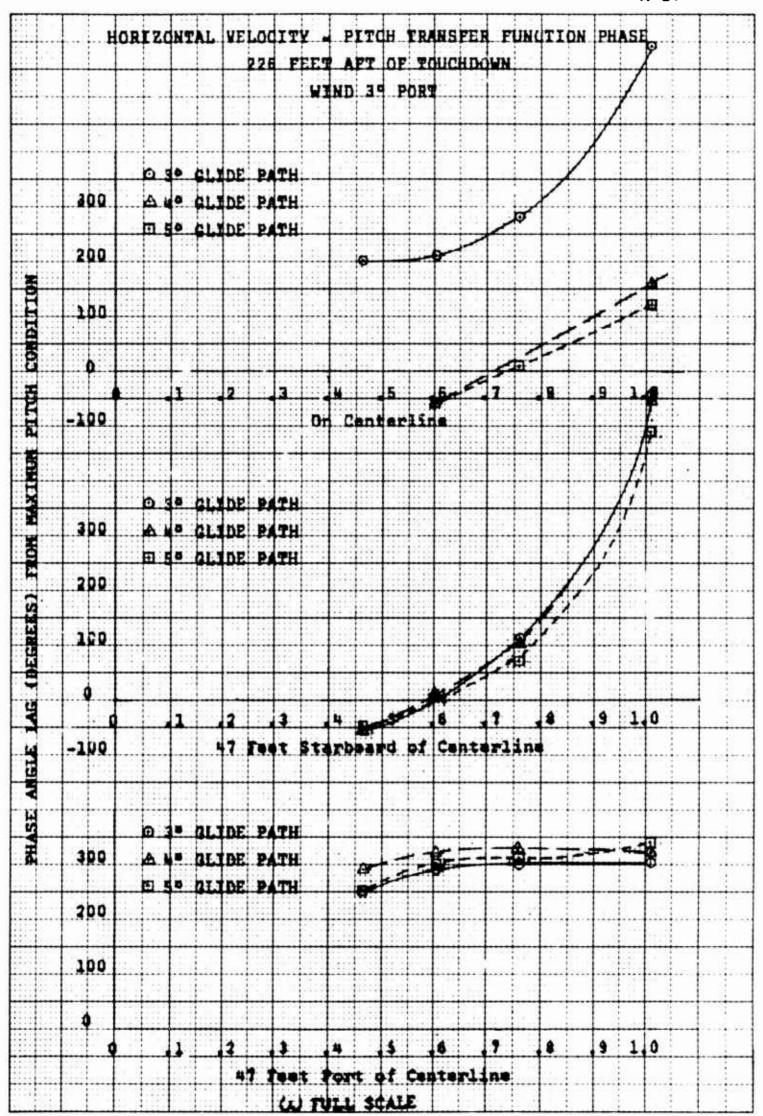
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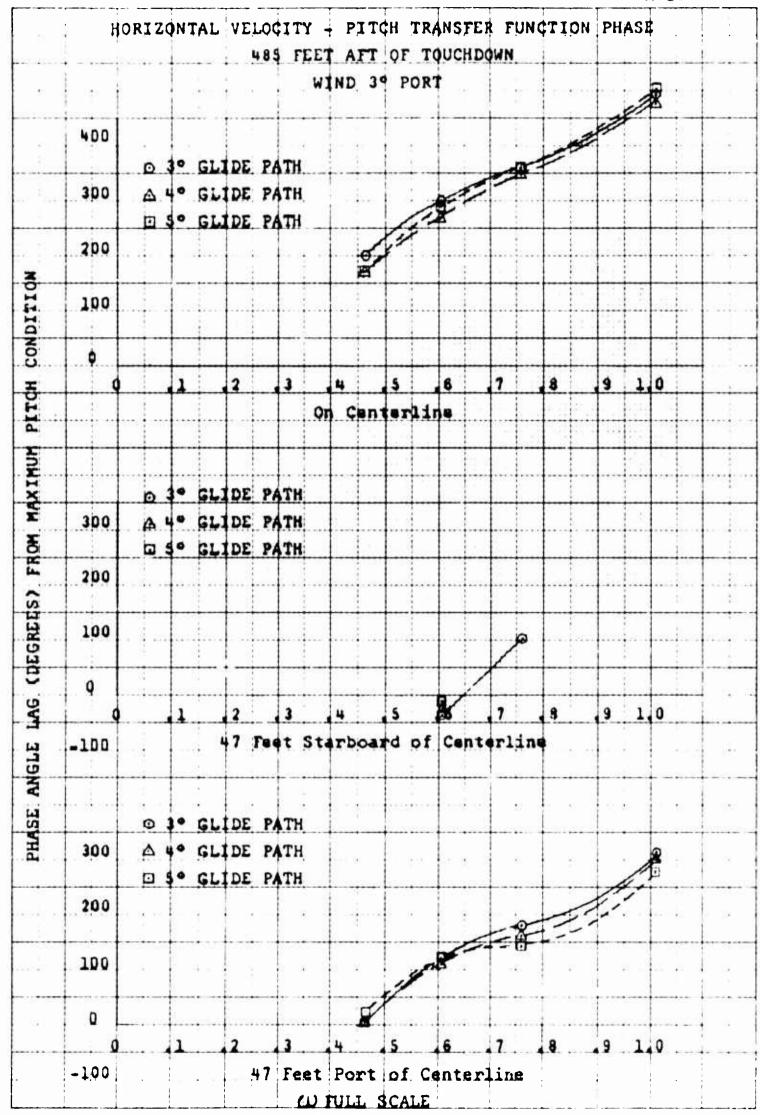
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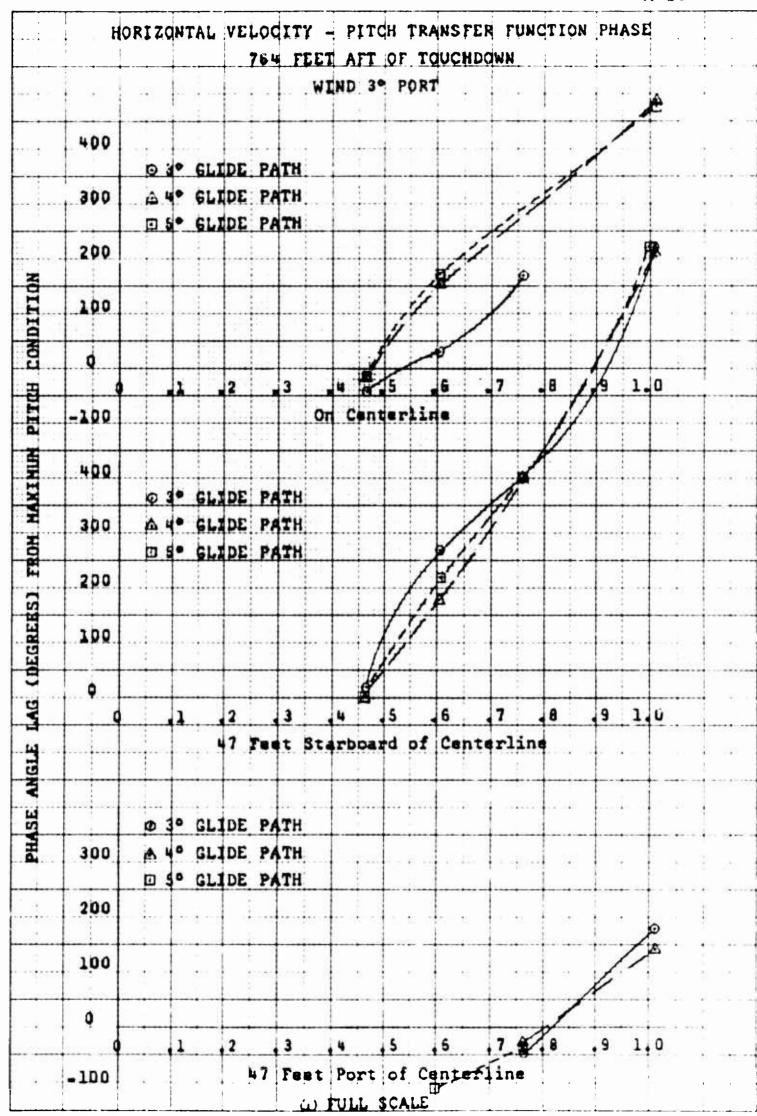




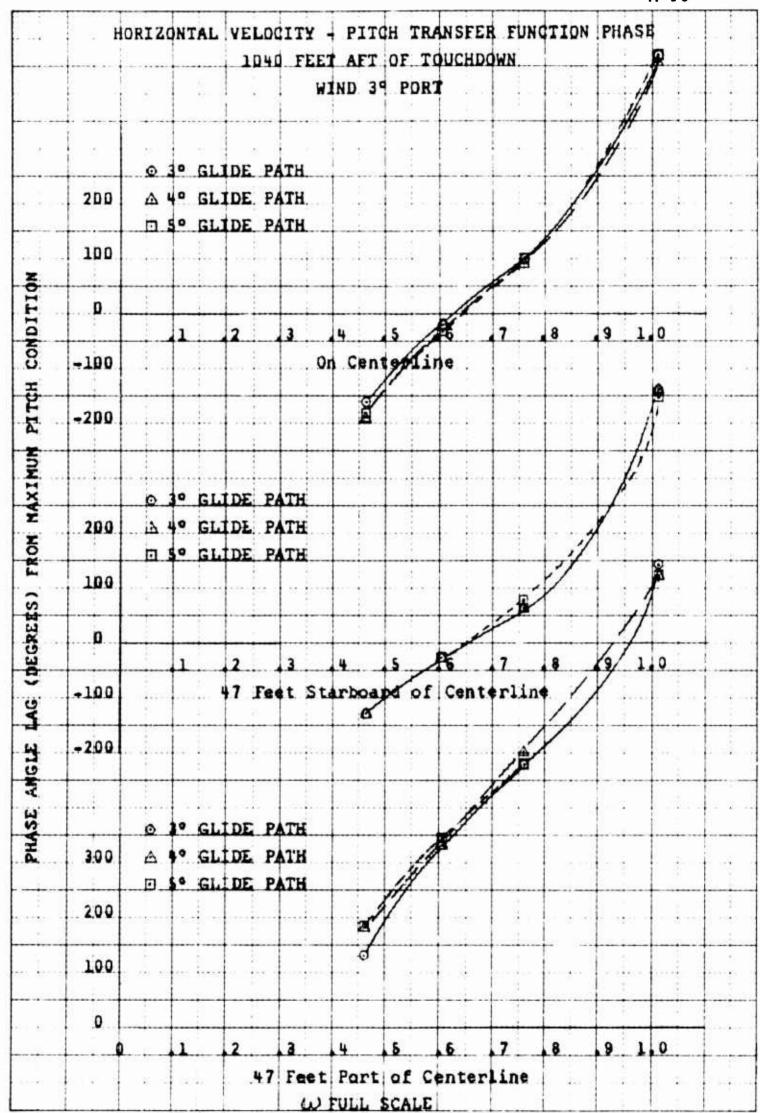
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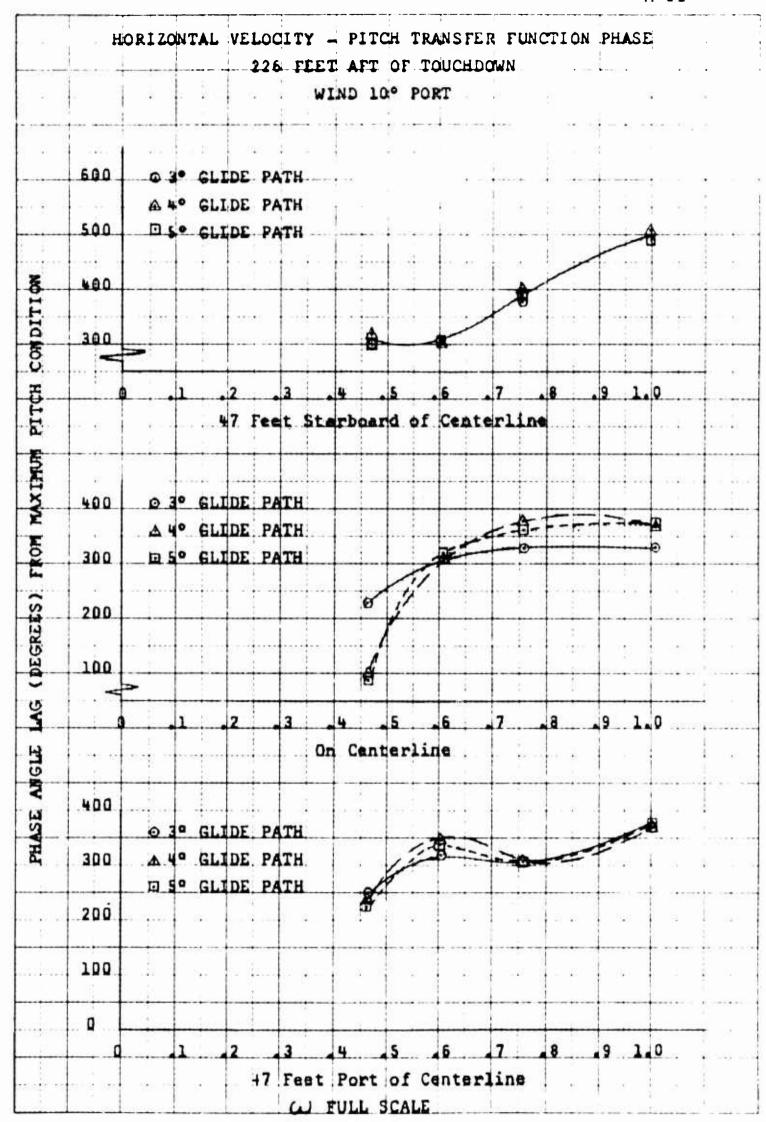
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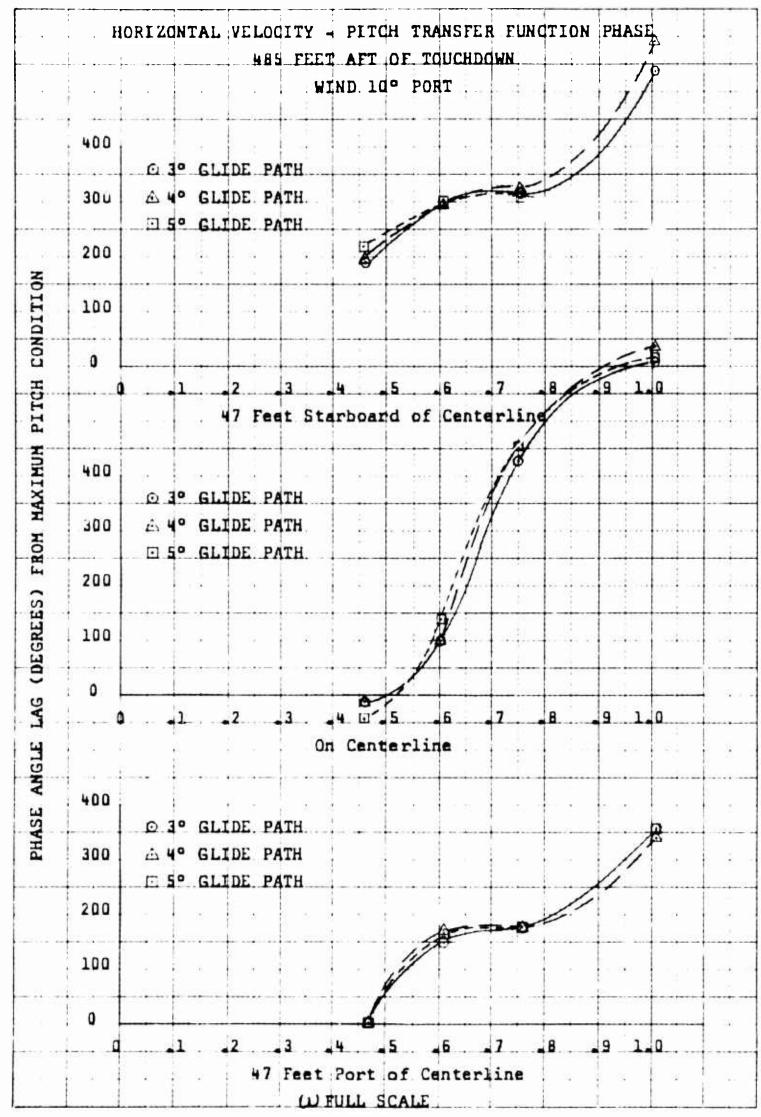
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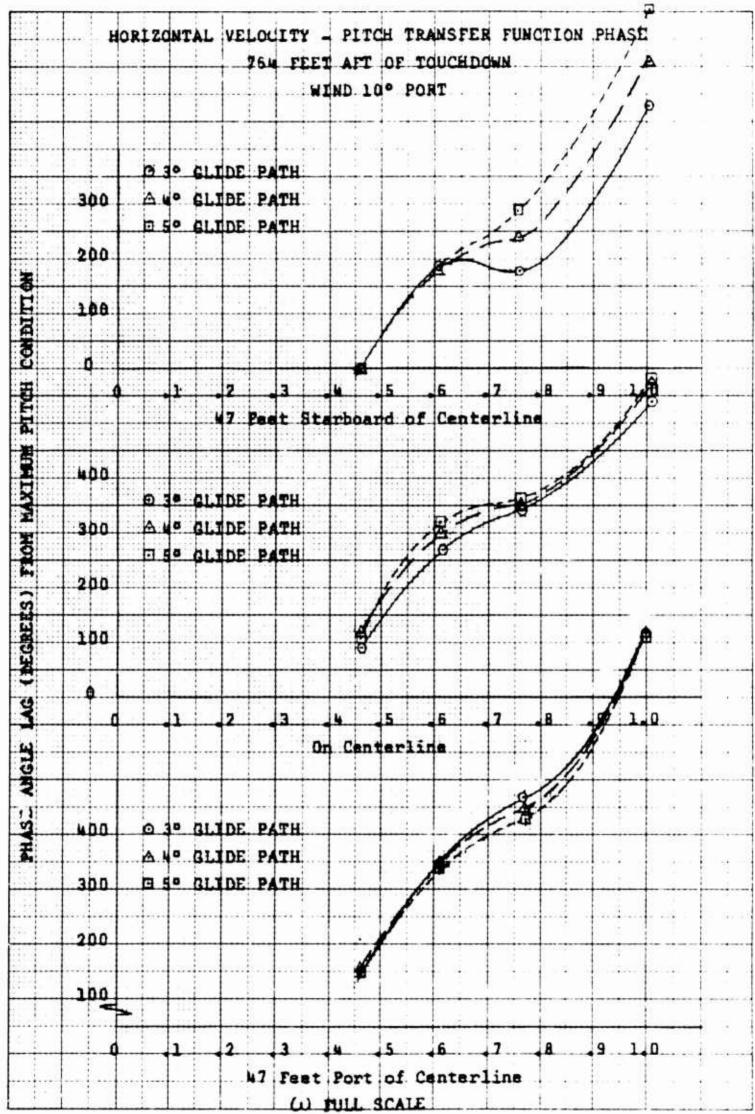
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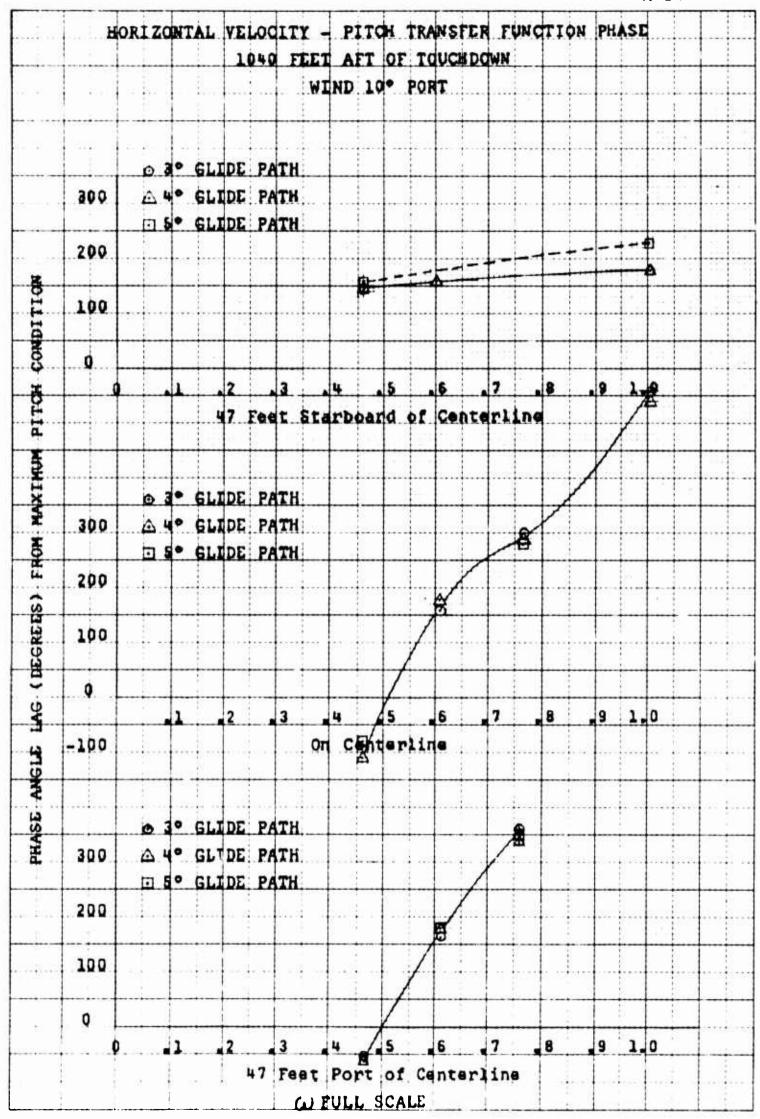
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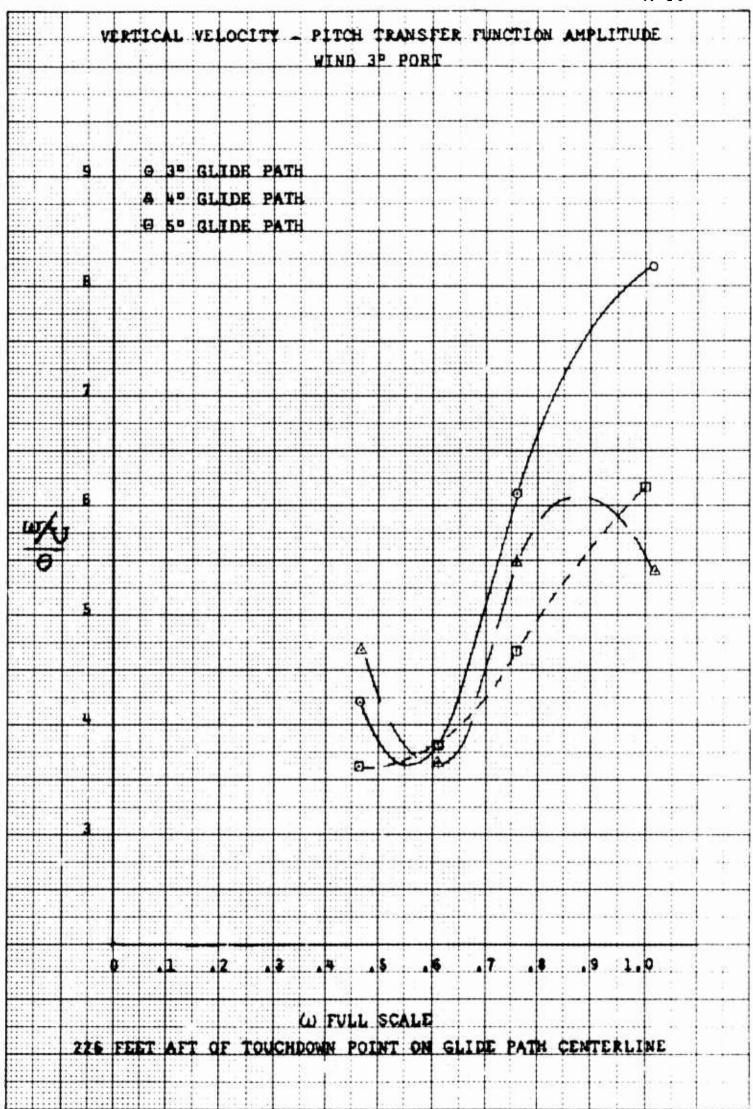
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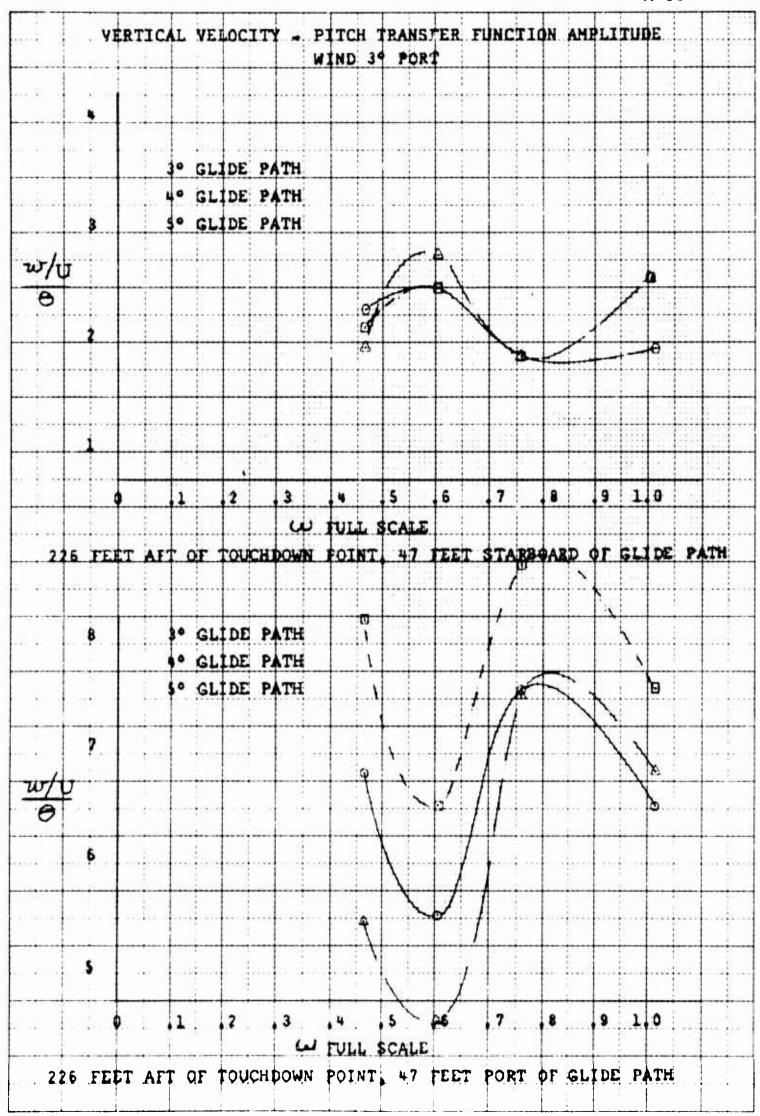


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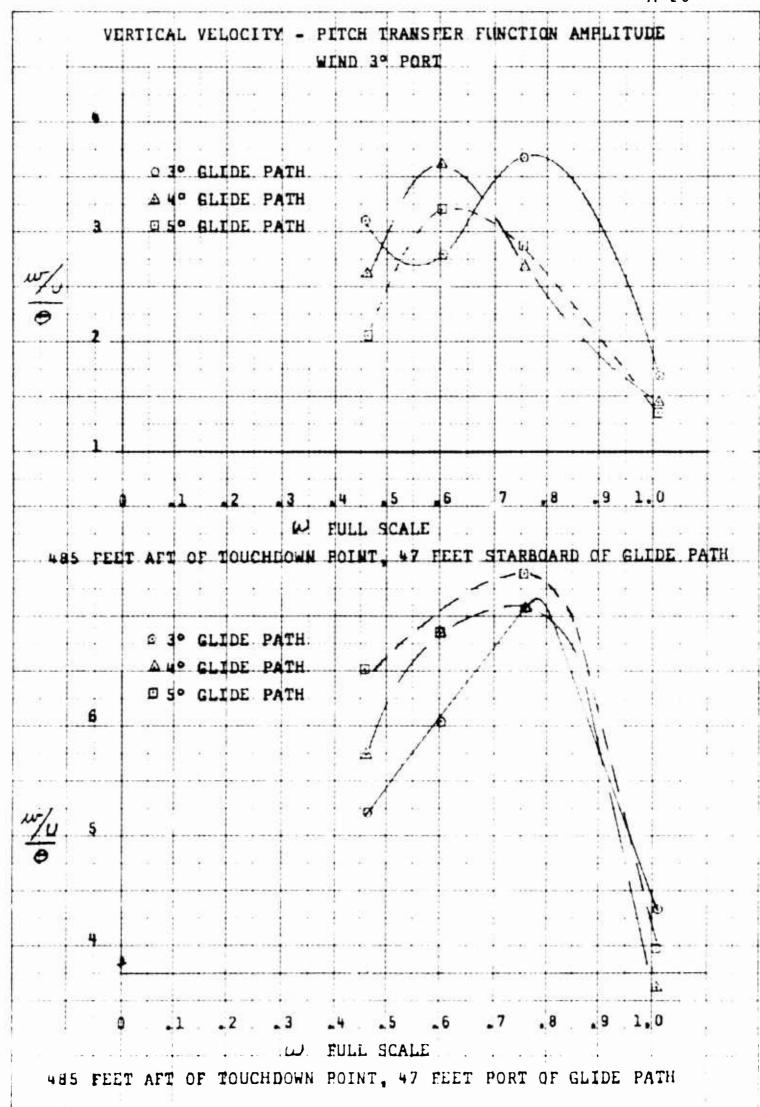
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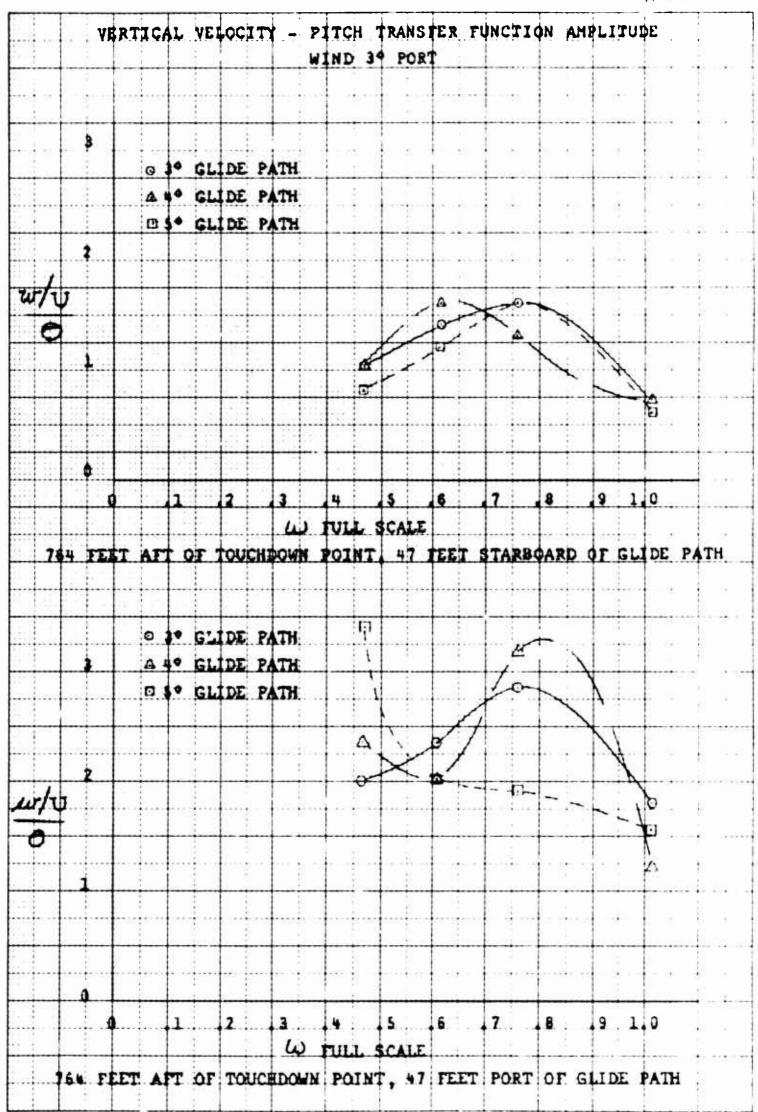




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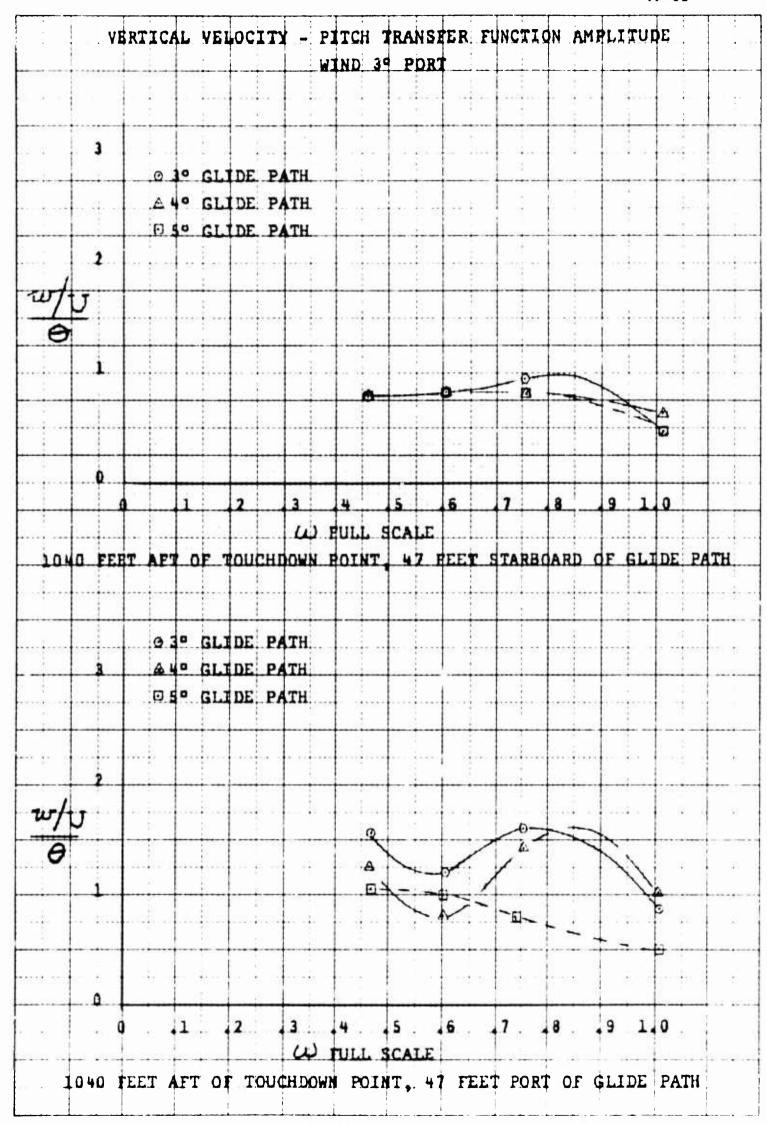




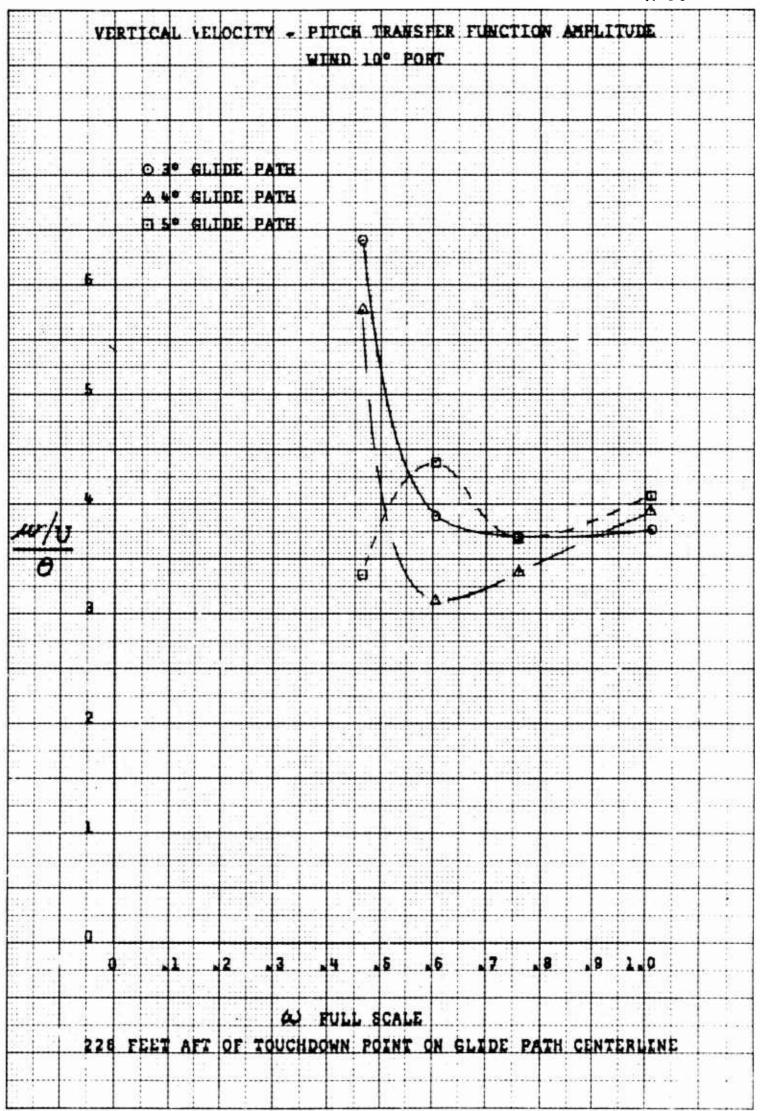
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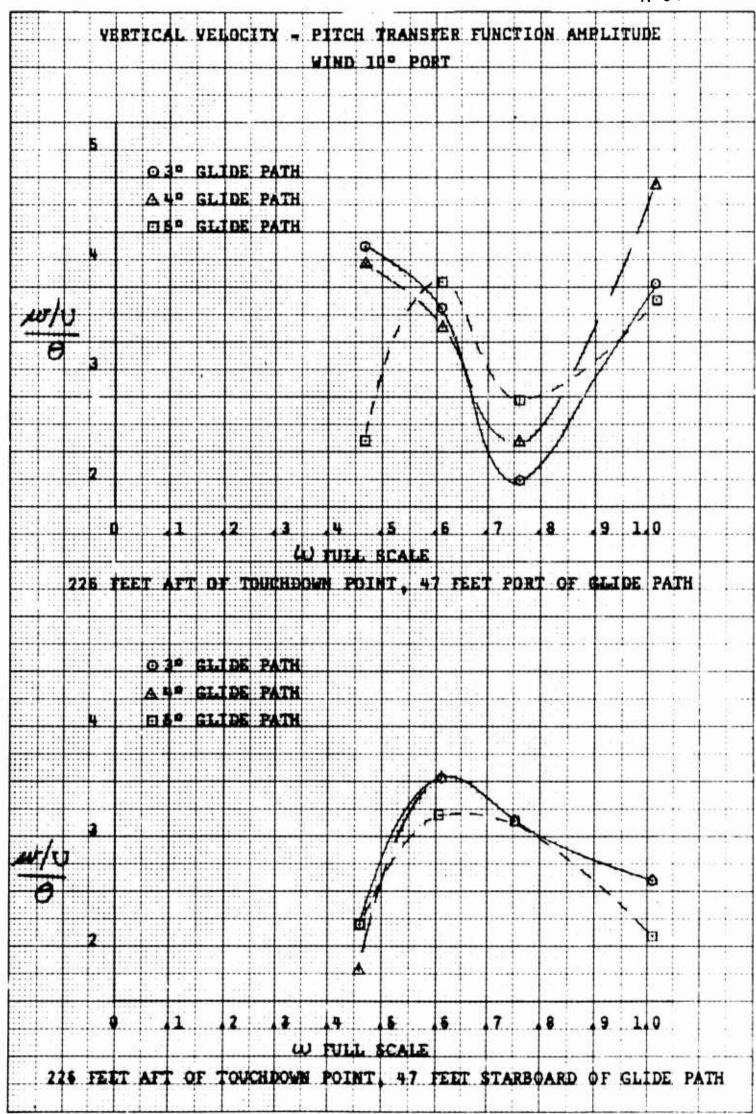
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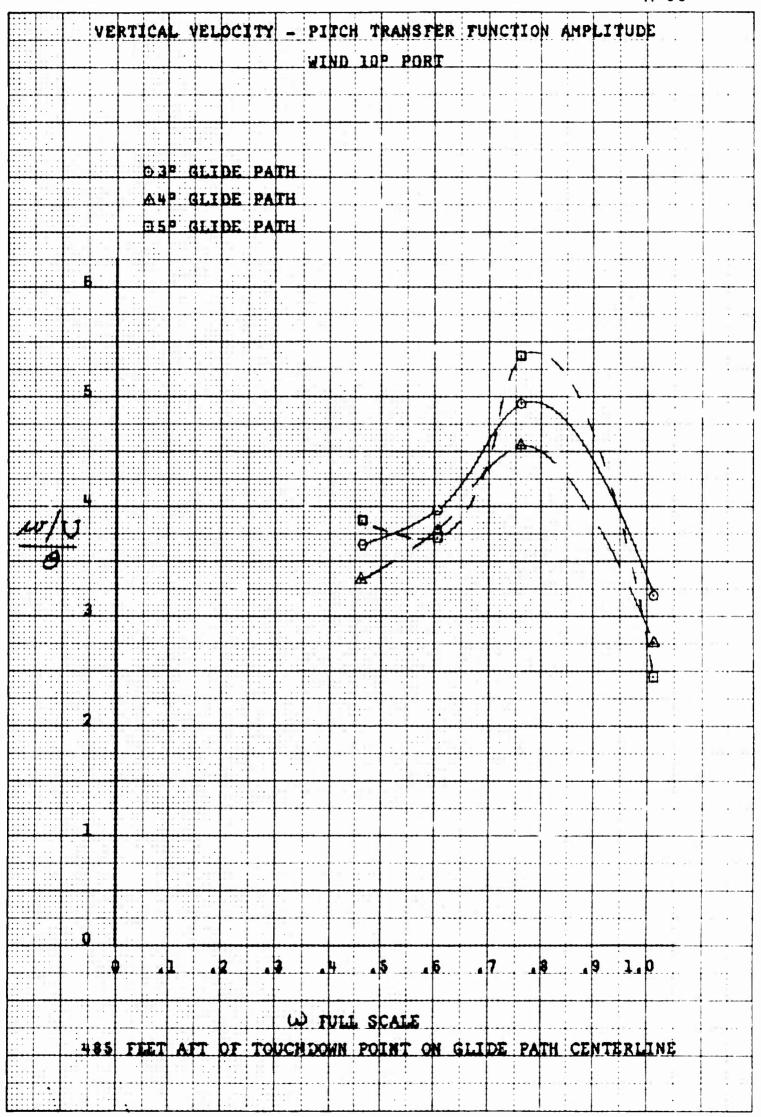


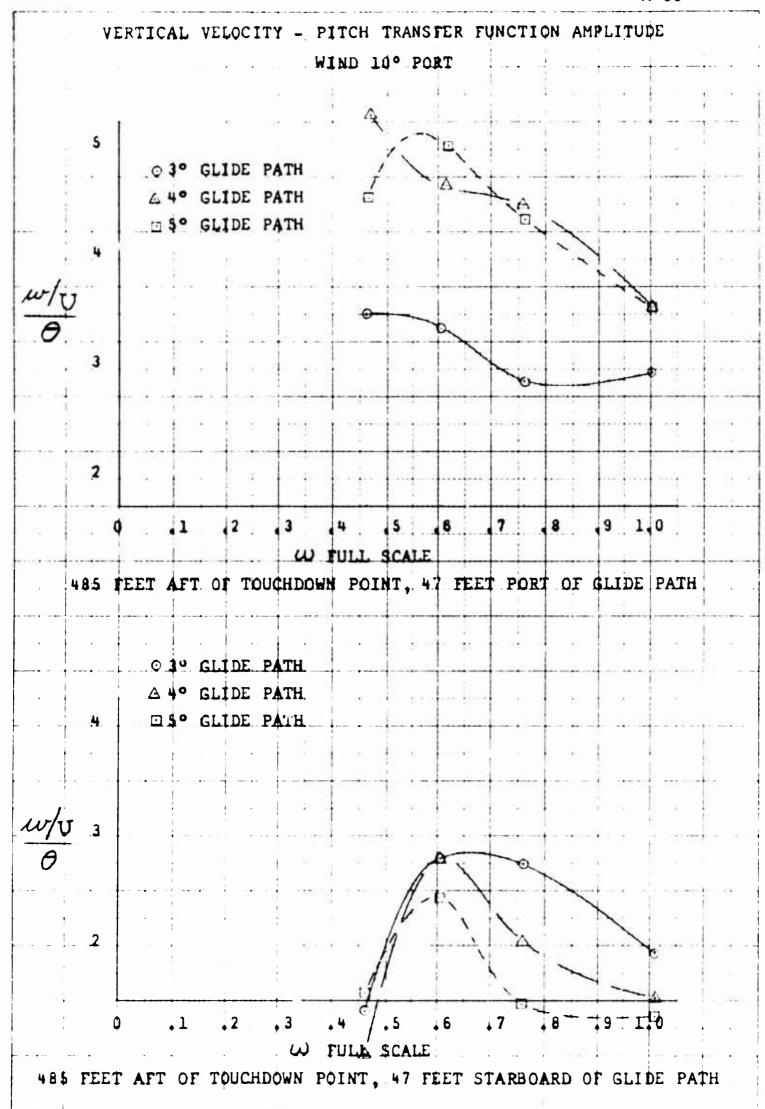
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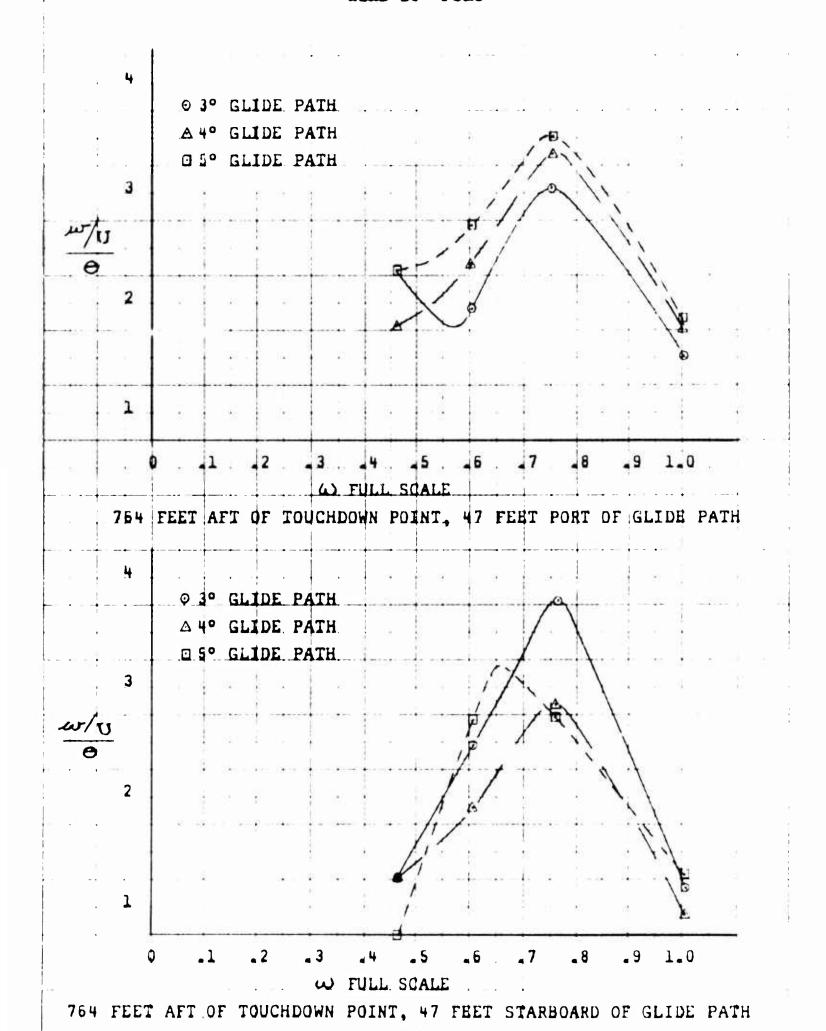
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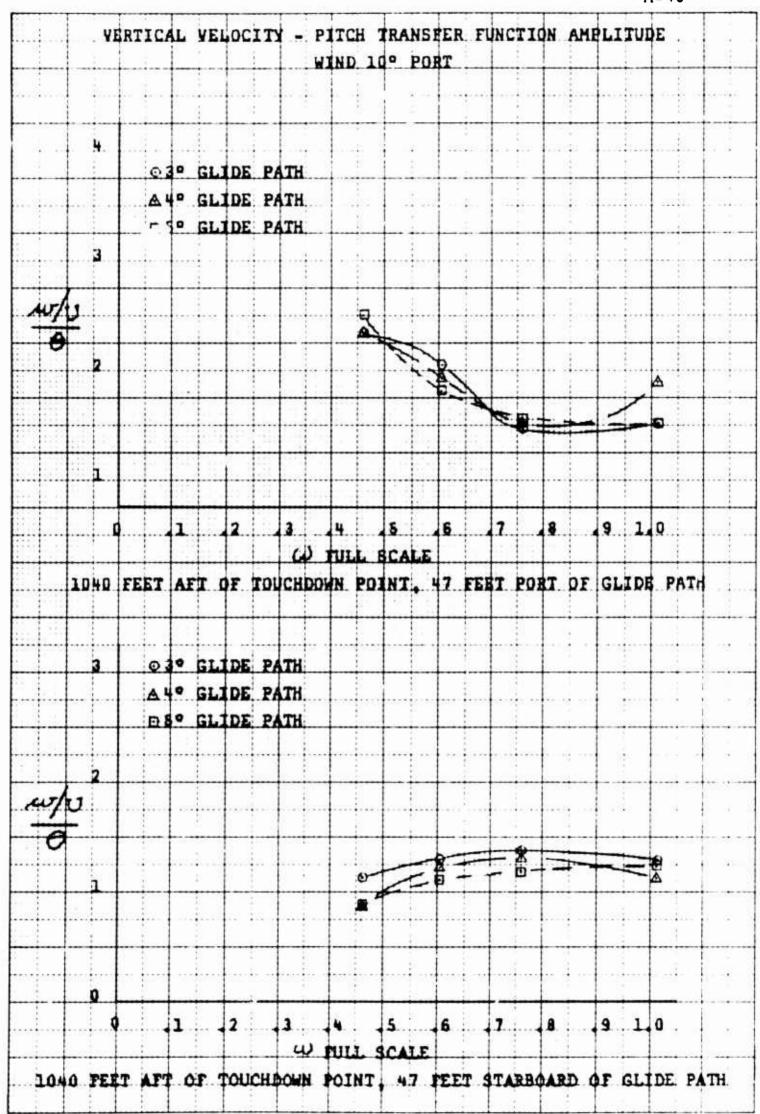


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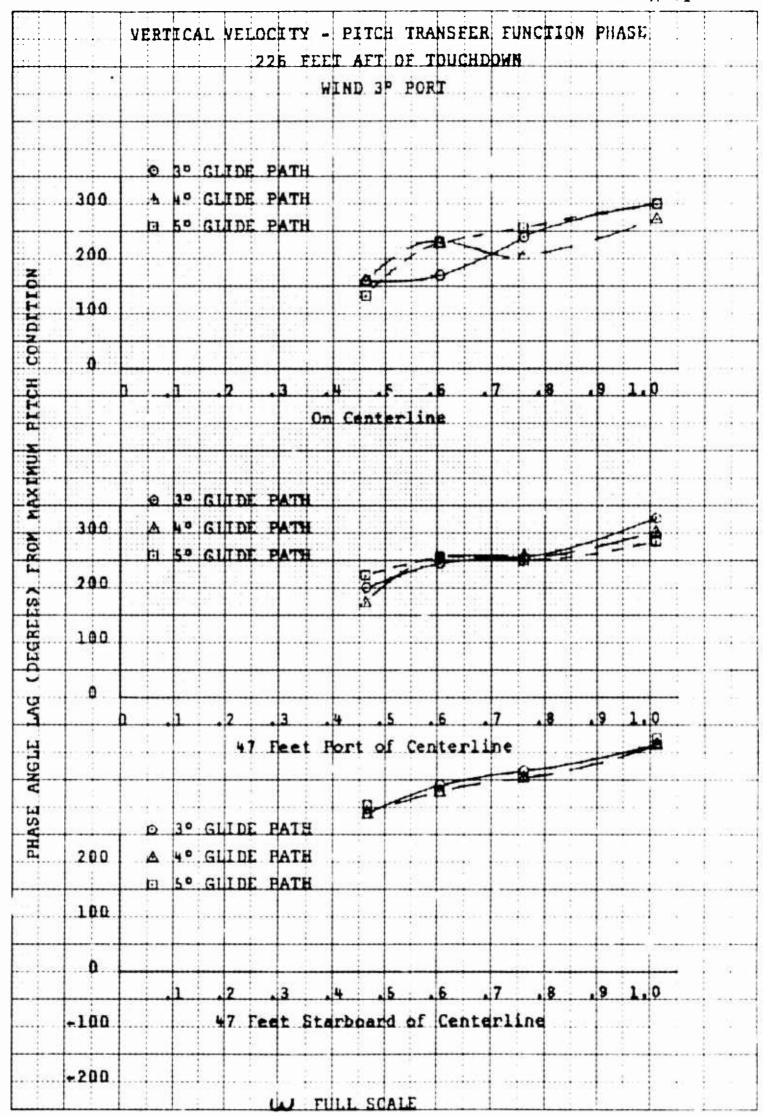
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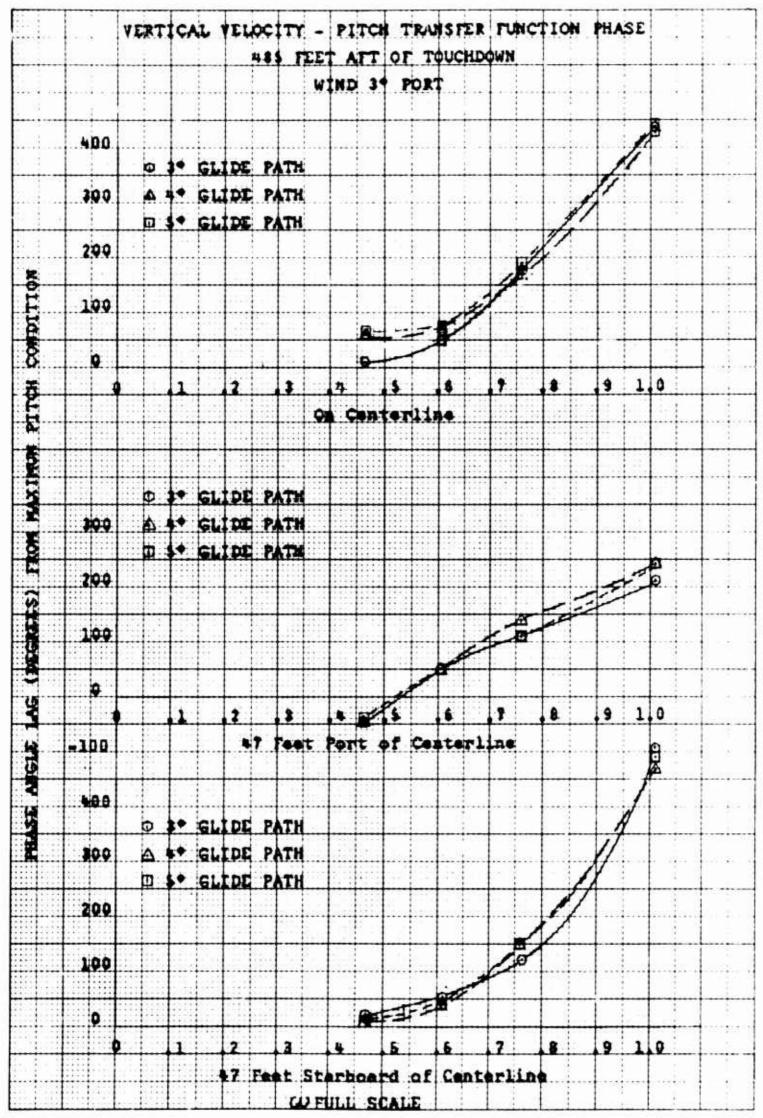
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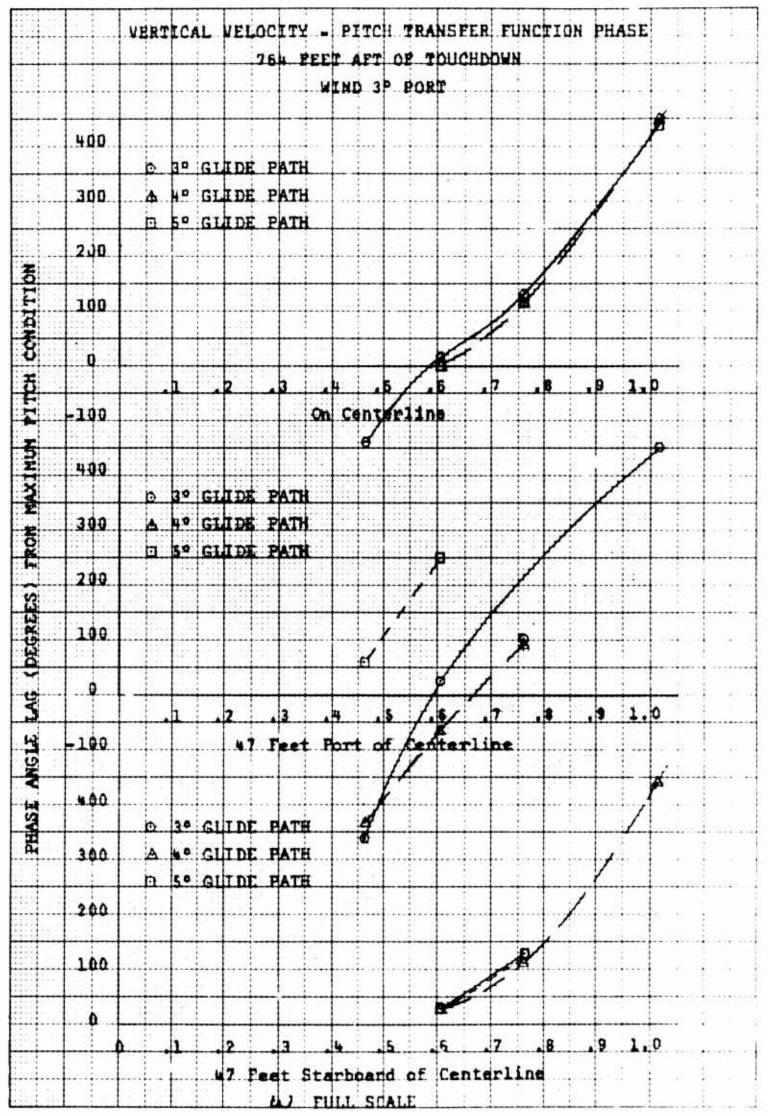
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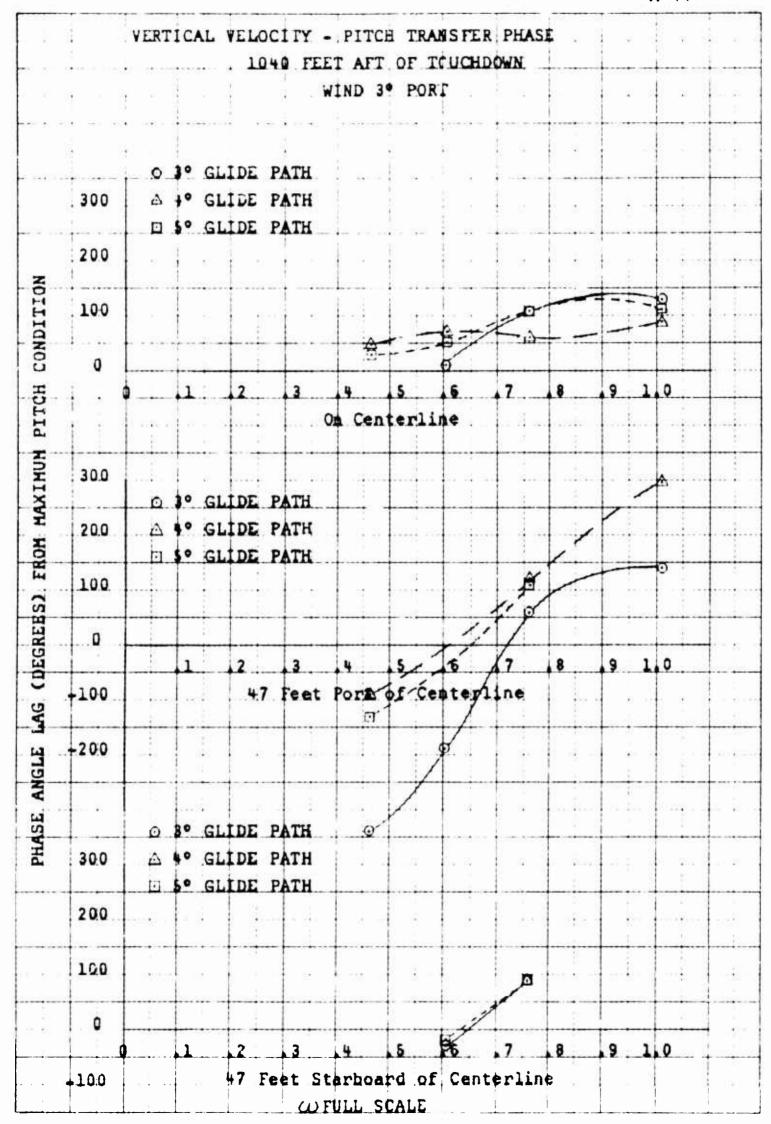
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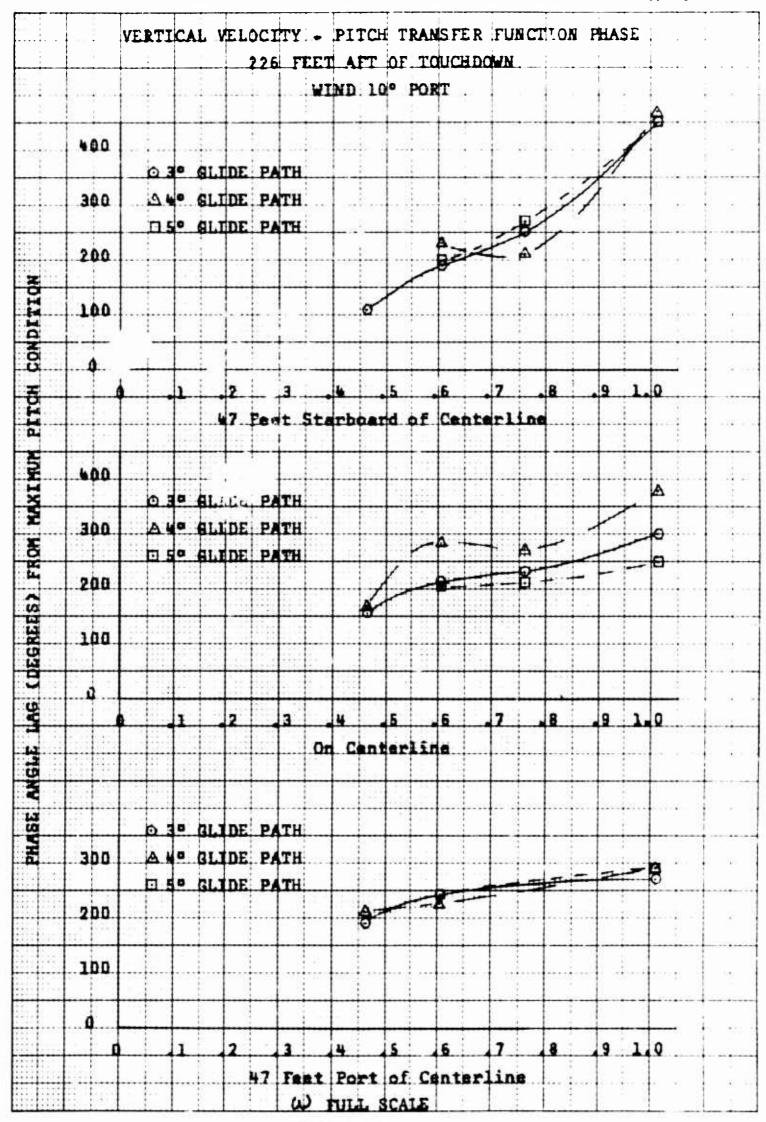
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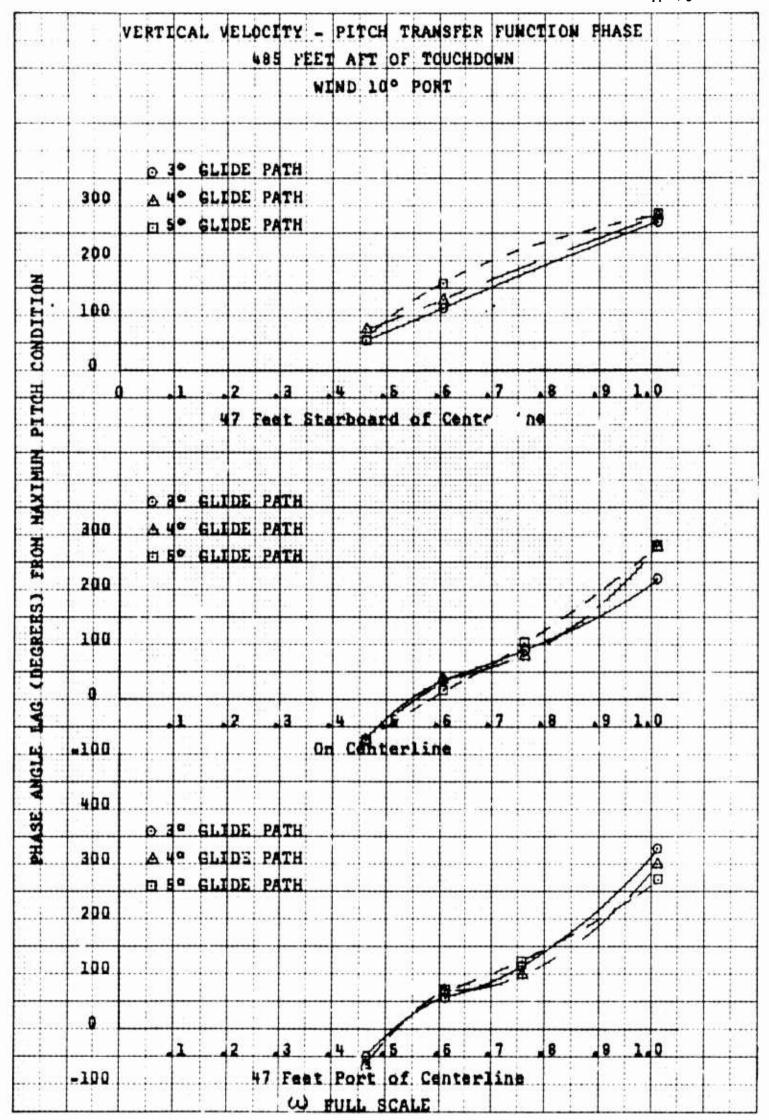
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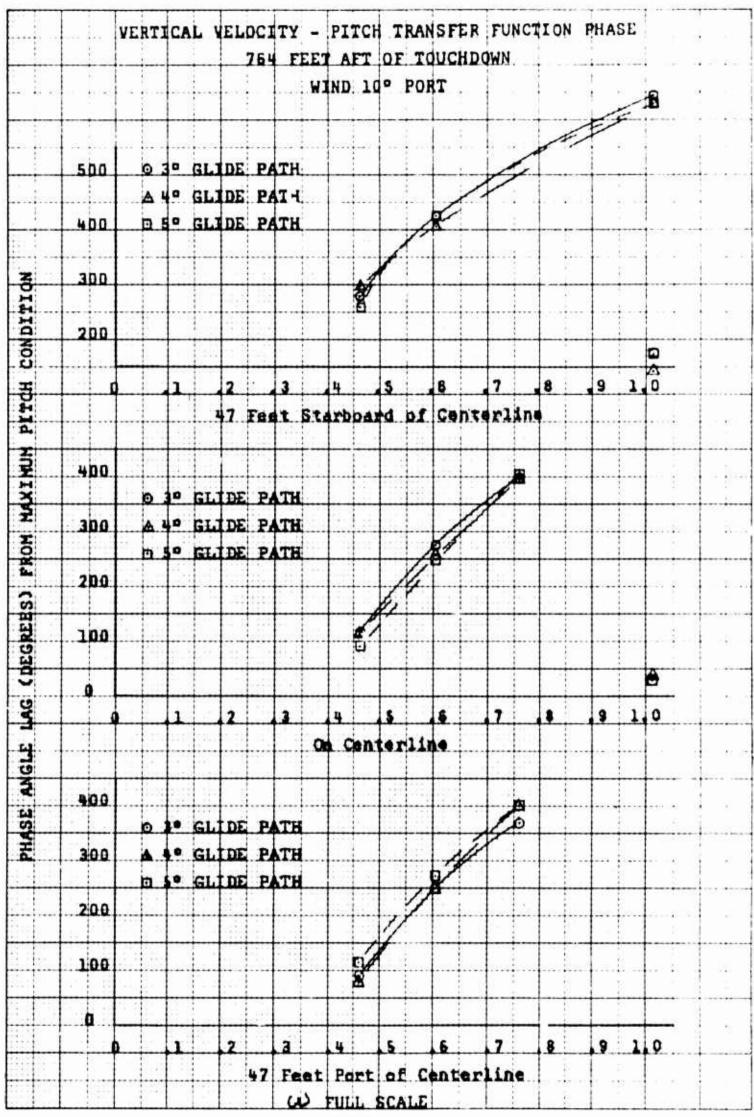
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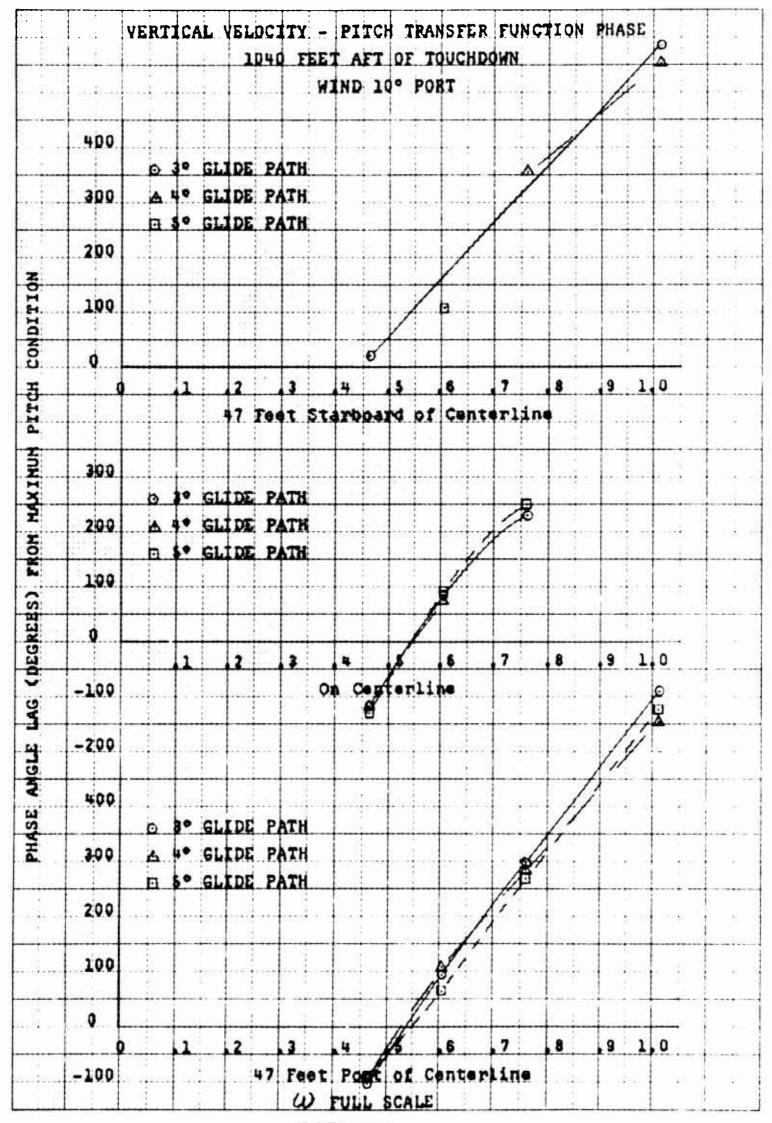
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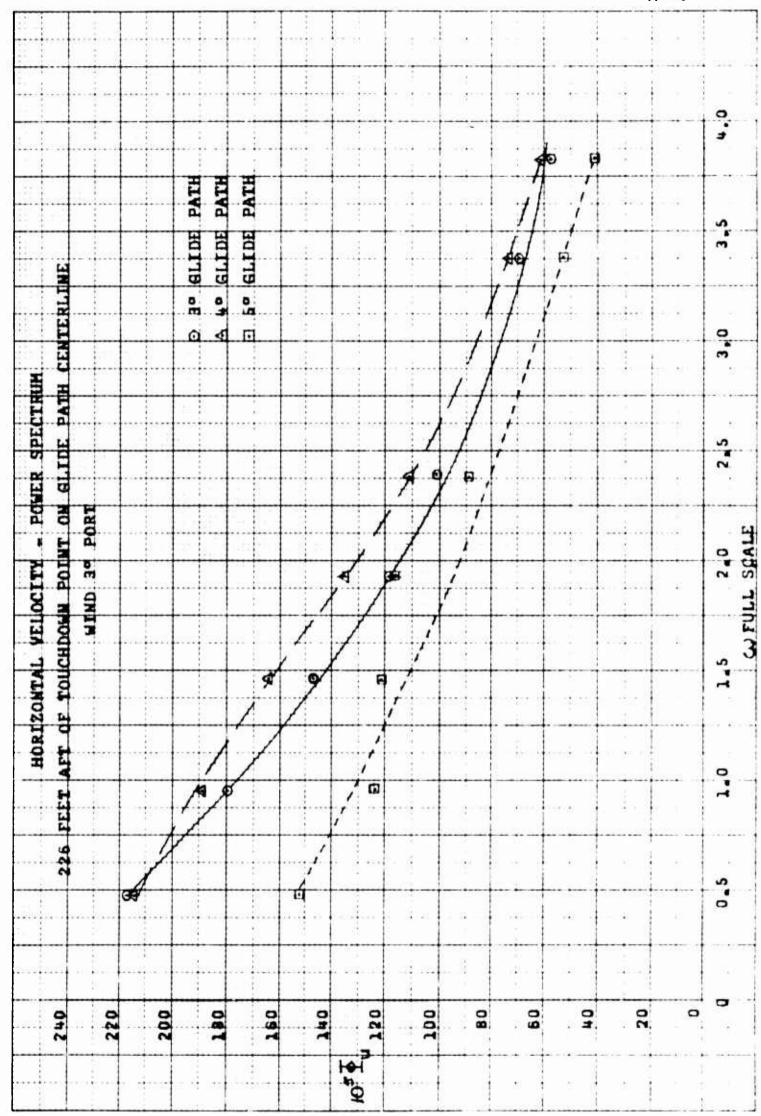
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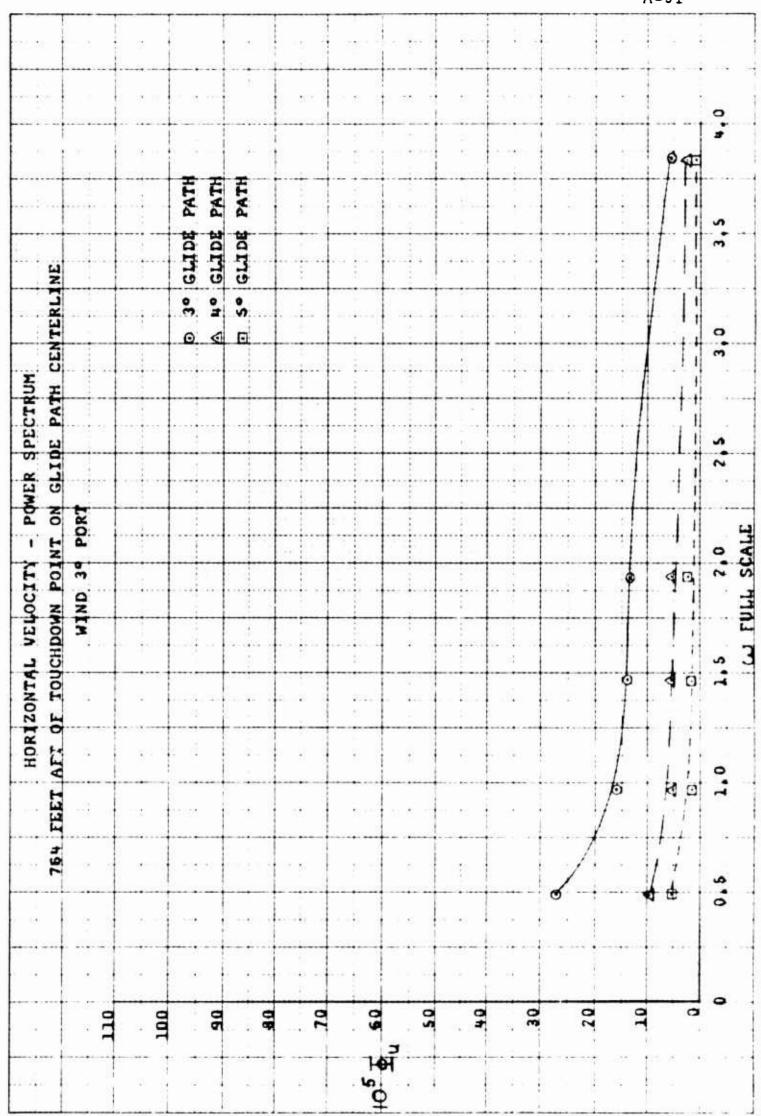


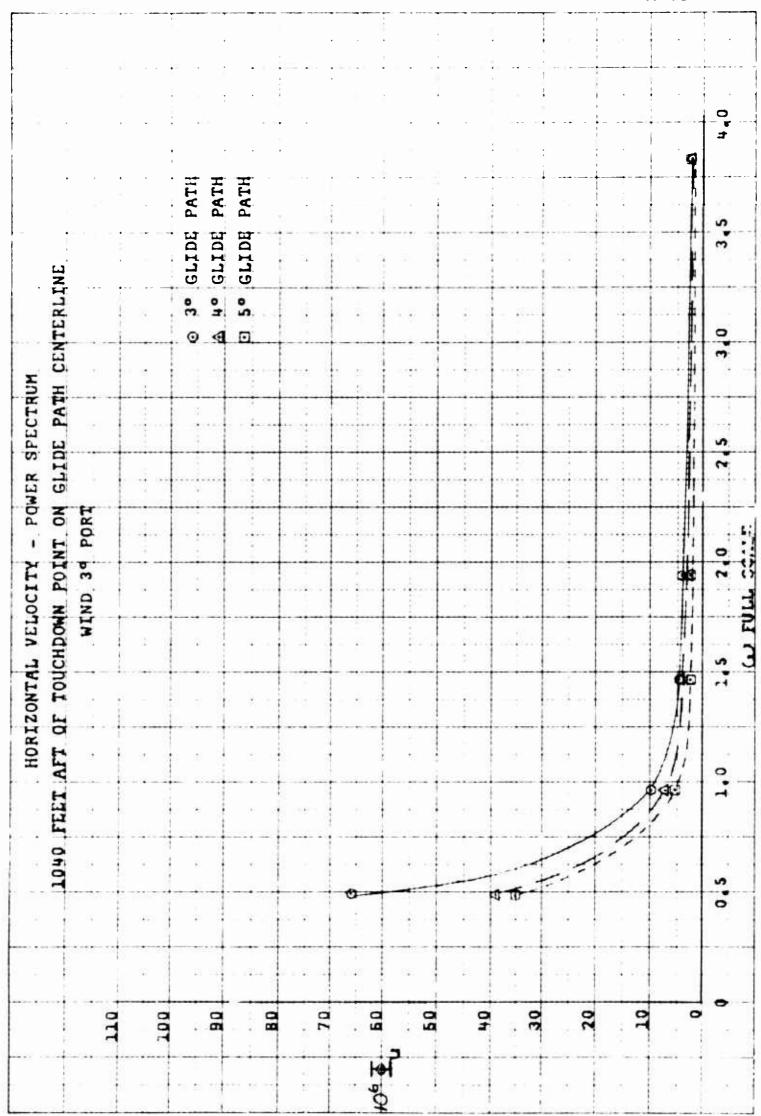
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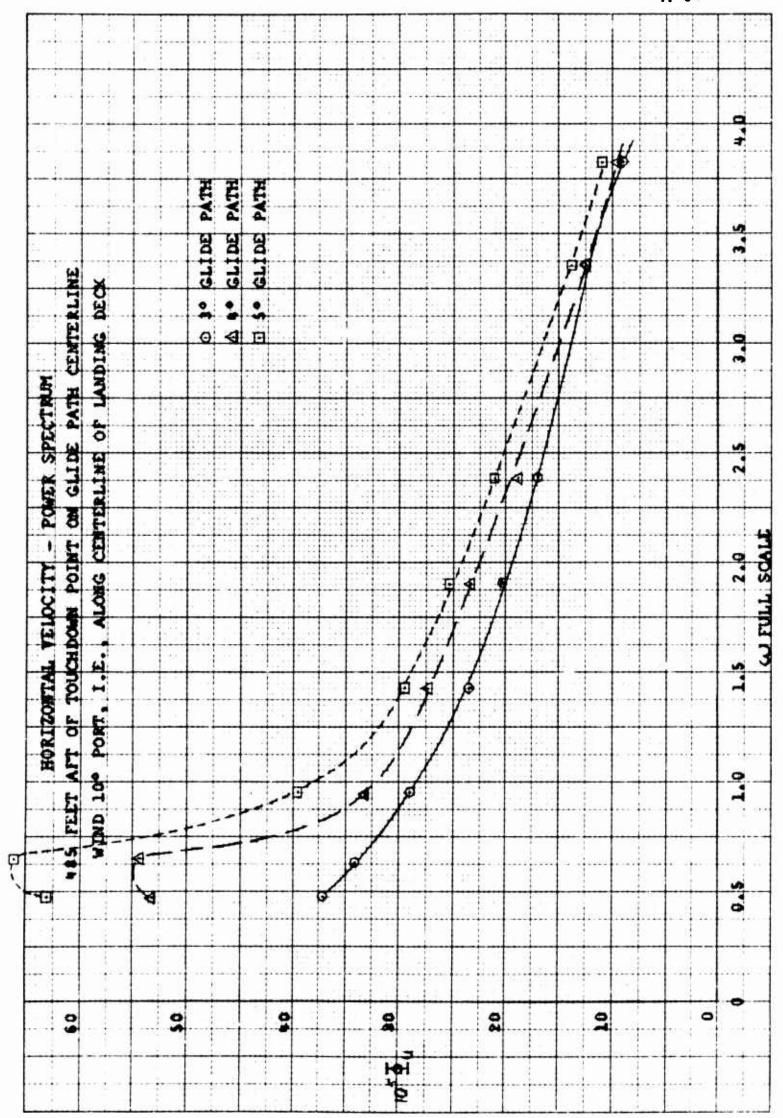
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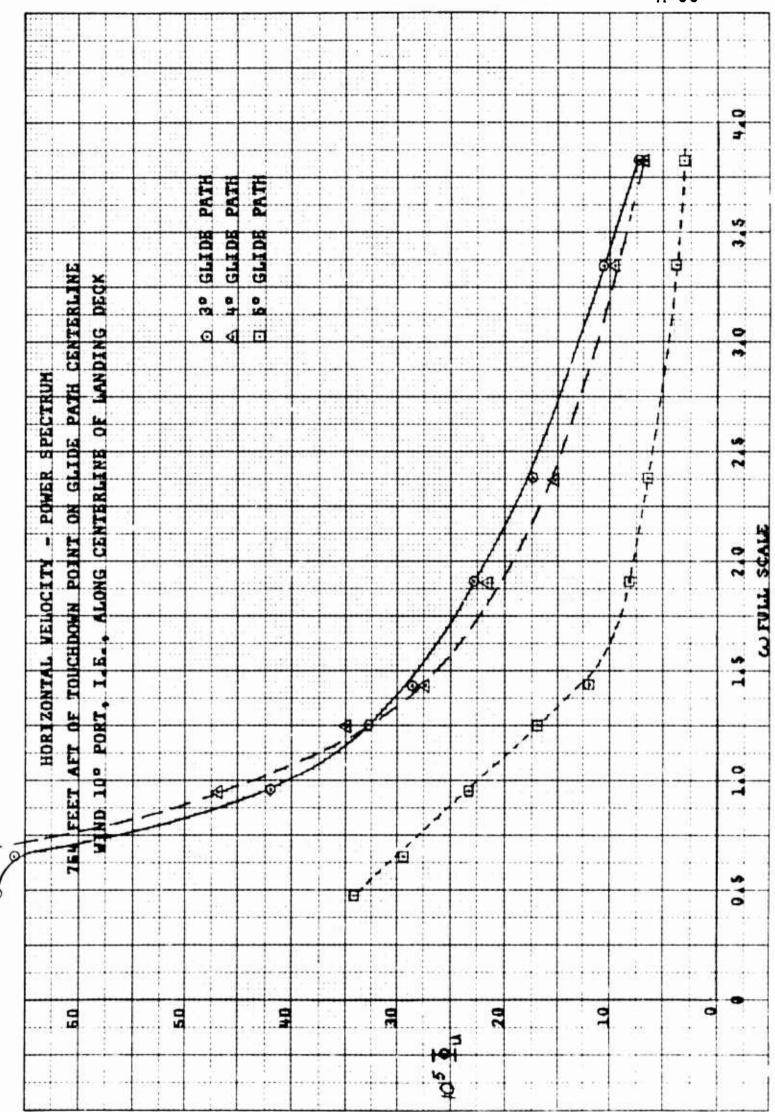
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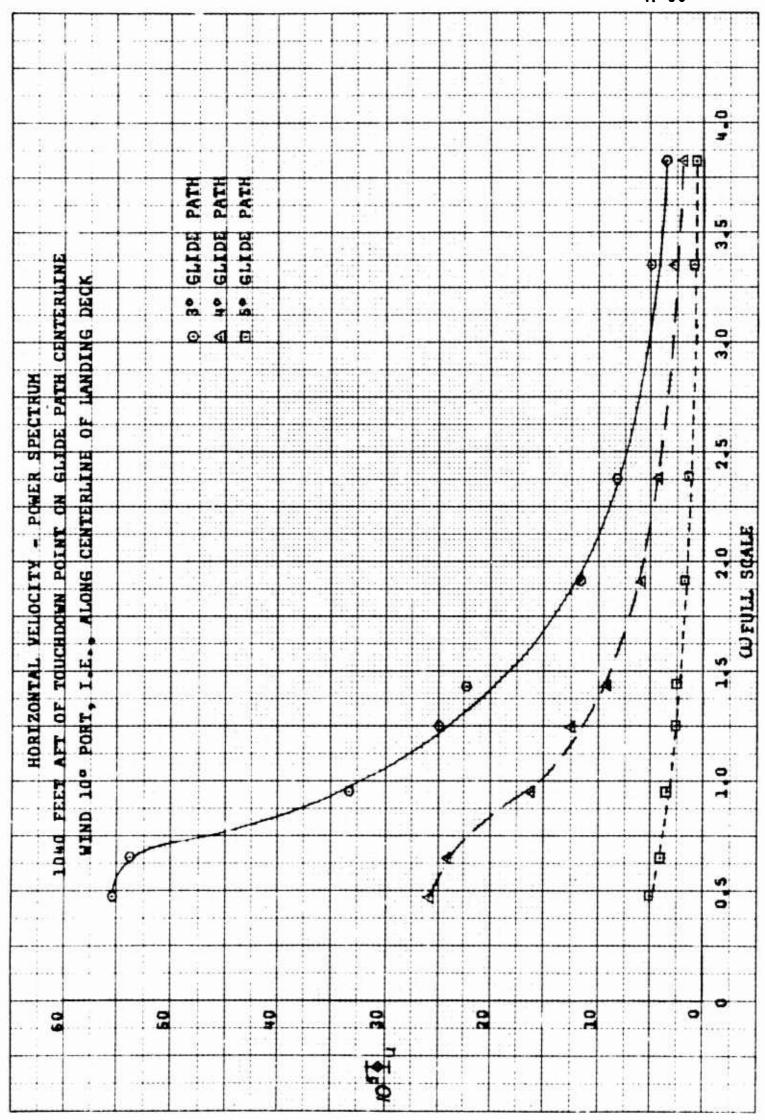


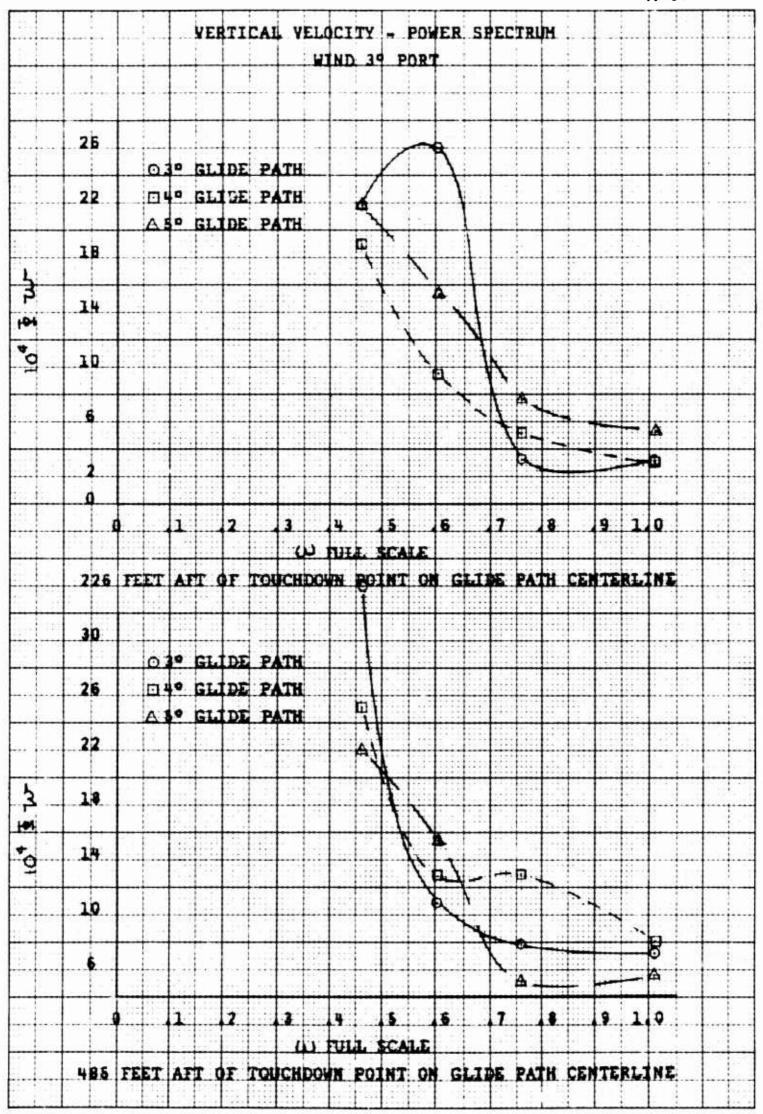


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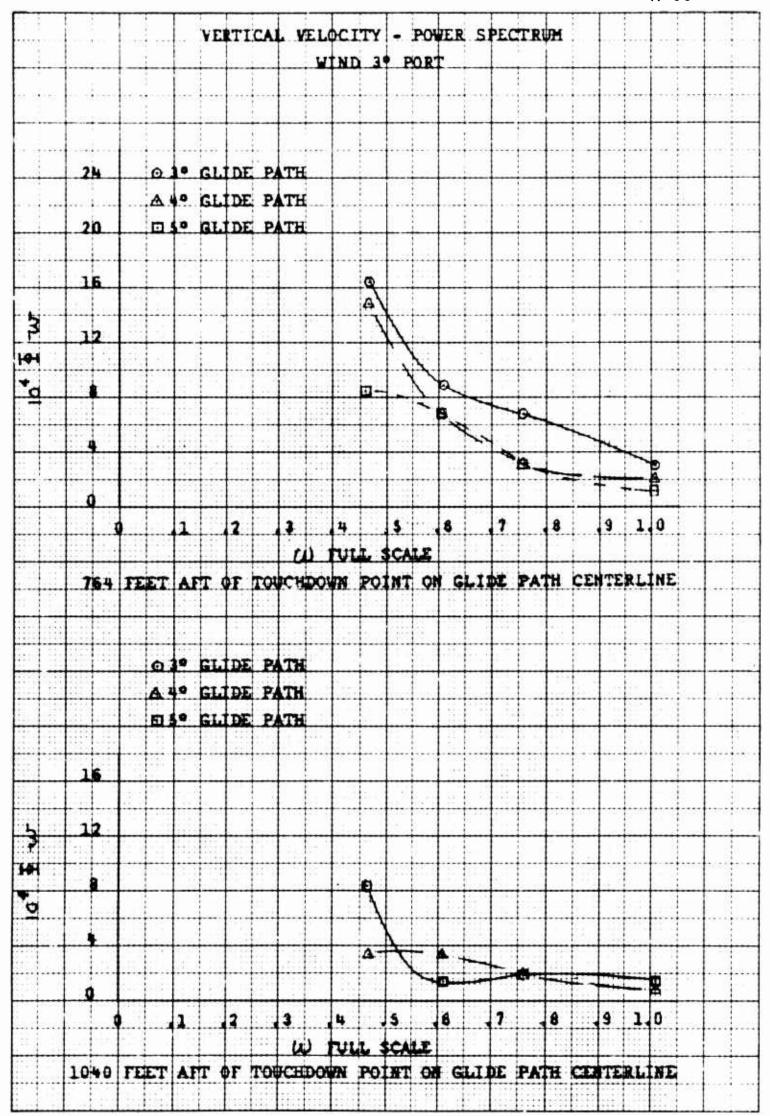




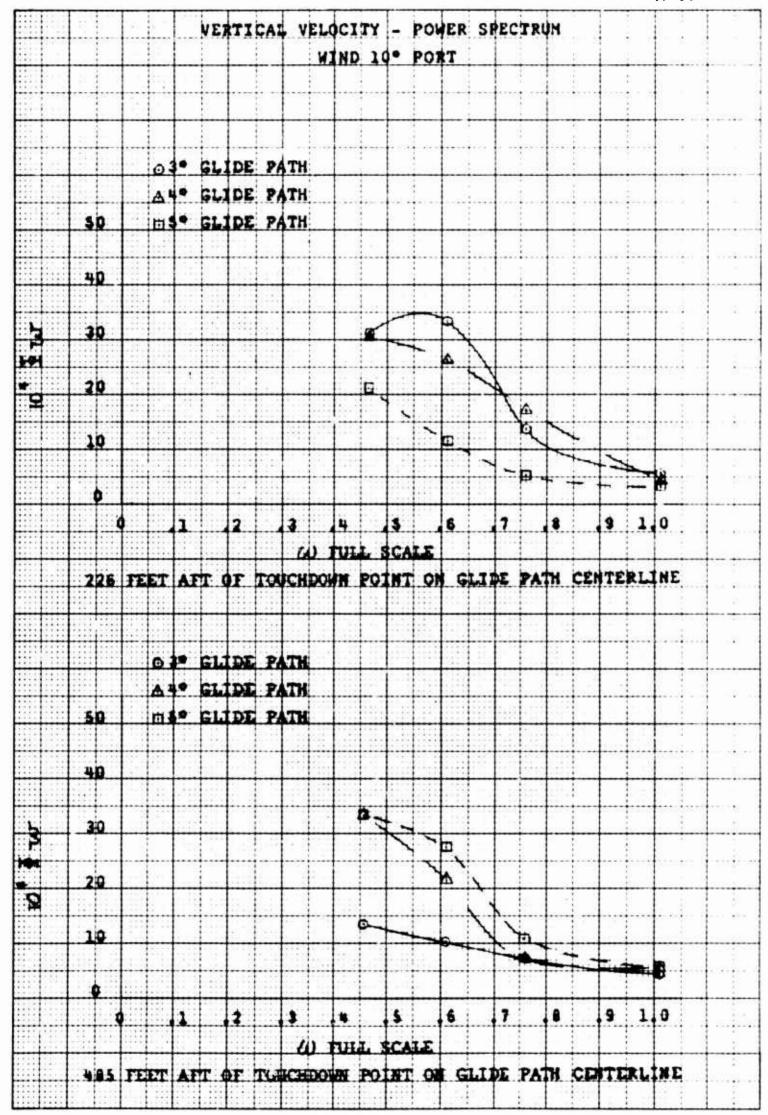


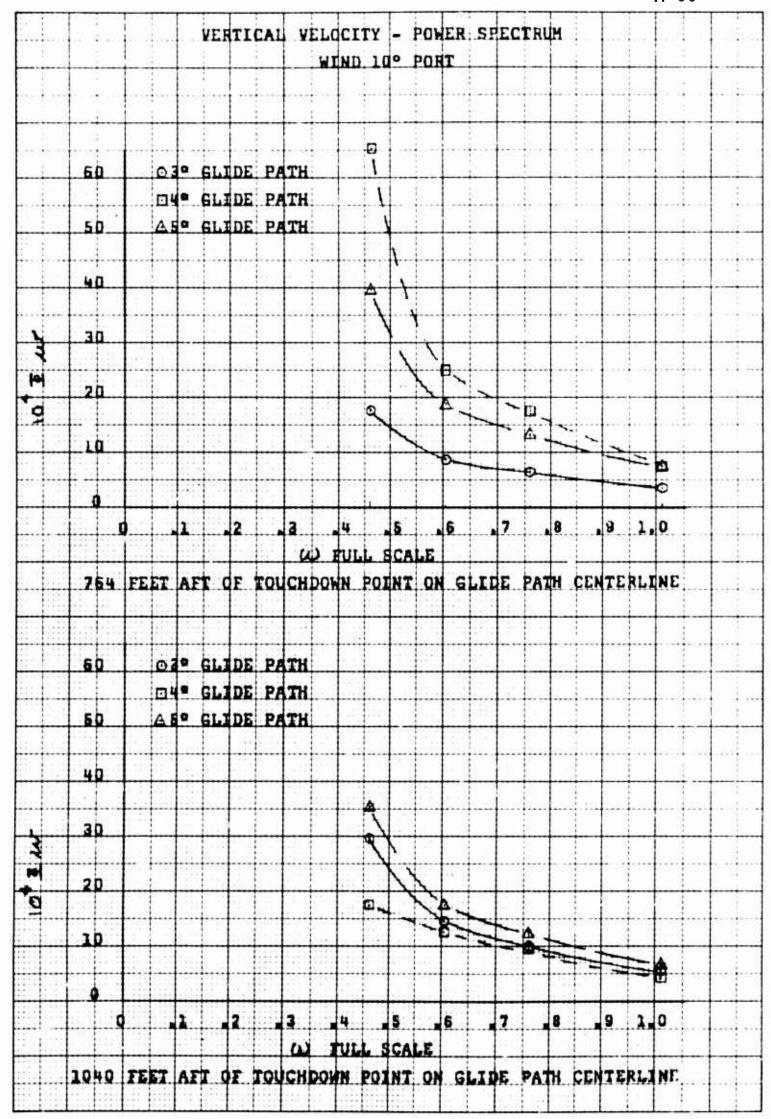


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